Volume II

HENNESSY CHOICE FOR FIN. COM.

Press Clipping Service
2 Park Square
BOSTON MASS.

BEACON
Dorchester, Mass.
JUL 20 1935

Increase in Gas Rates Suspended Until November

Many Dorchester Residents at Public Hearing Wednesday--New Rates Hurt 'Little Fellow'

The Public Utilities Commission, in the face of the storm of protest, caused by the proposed jump in the rates of the Boston Consolidated Gas Company, has suspended the new rate schedule which would have gone into effect on the first of August. Hundreds of Dorchester customers were present Wednesday at the hearing and heard the protests repeated by high public officials.

This paper was well pleased to see its conjecture with regard to the reason for the presentation of the new rate schedule of the company at this time, absolutely confirmed by none other than the representative of the Governor, Elliot Earle, who is an authority on the subject. Speaking before the commission Wednesday Mr Earle stated that "Undoubtedly the gas company thinks that this move will offset the pending petitions for a decrease in rates." This same thought was conveyed by the Dorchester Beacon to its readers in the edition of July 6.

Representative Thomas Dorgan received great applause when he arose at the hearing and told the honorable commission that it was about time something was done for the "little fellow" and further told the commission to their faces that they were encroaching upon the power of the legislature. He asked the question which is in the minds of us all, "Why didn't the gas company come up for hearing before?"

Though the new rate schedule has been suspended until November, it is the firm conviction of the thousands of customers of the gas company that this utility will be satisfied with its present rate schedule and, consider itself fortunate to maintain that for any legnth of time. The new rates were very undiplomatically presented for they effected only the small consumer for the benefit of the large one. In other words it is the small home owner who would bear this additional burden—he has burden enough now Mr Commission.

Press Clipping Service
2 Park Square
Boston Mass.

TIMES
Barre, Vt.
JUL 13 1935

EVEN CURLEY NOT EXEMPT.

Drivers of Speeding Automobiles to Be Prosecuted in Newton.

Newton, Mass., July 13 (A.P.)—Drivers of speeding automobiles, whether the passengers are officials or otherwise, will be prosecuted in Newton.

That's what Mayor Sinclair Weeks of Newton, where a Massachusetts official car was involved in an accident and a state trooper seriously injured June 13, announced last night.

The July 3 accident caused much speculation as some observers said Governor James M. Curley was present. Others said he was not. When the governor was asked if he was at the scene of the crash he said the question was "insulting."

Mayor Weeks said "I will instruct the police department of Newton, in the integrity of whose members I have the utmost confidence, that any persons, whether high state officials or ordinary citizens, traveling through Newton at unreasonable rates of speed will be prosecuted to the full extent of the law. And I will instruct the policemen to book such violators of the law regardless of power or position."

Press Clipping Service
2 Park Square
BOSTON MASS.

LEADER
Lowell, Mass.
SEP 3 1935

CURLEY WOMEN WILL MEET AT MEMORIAL HALL

Mrs. Theresa V. McDermott, president of the Governor Curley Democratic Women's Club announced today, that the first fall meeting of the junior and senior clubs will be held Thursday evening, Sept. 5, at 7.30 o'clock in Memorial hall, City Library building.

Members of the junior club, in charge of Miss Anna L. Foster, president, will meet at 7.30 in Memorial hall. Plans will be made for a membership drive, to start after the meeting. Young women between the ages of 18 and 21 are invited to join the junior group.

The senior members of the Curley Club will meet at 8 o'clock in Memorial hall and plans will be announced for fall and winter activities. Mrs. McDermott announced that she will be willing to assist in the campaigns of any of the Democratic candidates, but members of the club will not be urged to take an active party in any of the campaigns in the coming city contests. Reports will be submitted on the testimonial held in honor of Mrs. McDermott, by the chairman, Mrs. Mary A. Balfrey.

HOW TO GAIN

Press Clipping Service
2 Park Square
BOSTON MASS.

FREE PRESS
East Boston, Mass.
JUL 20 1935

Governor Indicates Increase In Budget

Governor Curley indicated during the week that the forthcoming supplementary budget which he will shortly submit to the Legislature will be larger than was anticipaed.

He declined to state just what the figure will be but as an index of what might be expected he pointed out that the cost of foodstuffs which the State buys to the amount of about $100,000 annually has jumped 10 per cen. In tha titem alone the Governor said would be a $40,000 increase.

Dorchester

By EL JAY

The appropriation of $100,000 for the construction of a beach and the erection of a bath house on the Old Colony Boulevard, on the site known as Malibu Beach, has finally been written into law. His Excellency, James M. Curley, signed the bill, in the presence of Dorchester legislators, on Tuesday afternoon. Work on this new beach and bath house will begin very soon and hundreds of Dorchesterites will work on the project, which will give this section one of the best beaches along the Boston waterfront.

* * *

The many friends of Reed Edwin Peggram of this community are extending their congratulations to him upon the occasion of his being awarded the medal of the Comite Francaise Amerique of France for a declamation in French. The young scholar is a graduate of Harvard in the class of 1935. This honor is open to Harvard students and was established in 1918.

* * *

Lieutenant Joseph McDonough of the Mattapan Police Station is fully convinced of the value of the police telotype and well he should be. As the officer was questioning a young man who had failed to answer satisfactorily to interrogations by patrolmen of that station, when they found him changing a tire one morning this week on a machine bearing New Jersey license plates, the teletype spelled the youth's downfall. Over that valuable instrument came the story of the larceny of that machine and the youth was held.

* * *

Edward James Weafer, son of Mr and Mrs John H. Weafer of 302 Adams street, was one of the fortunate Dorchester high school scholars to win a scholarship to Boston College, it became known this week, when the results of the examinations for the "Catholic Action" scholarships, financed by the Massachusetts Catholic Order of Foresters, were made known.

* * *

Many Dorchester residents attended the funeral services in Quincy, Monday morning, for [illegible] who was a resident of Ashmont for nearly thirty years and was well known in theatrical and amateur circles of this community. He was formerly attached to the staff of the old Castle Square Theater in Boston where he was head scenic artist.

* * *

Thousands of Dorchester customers of the Boston Consolidated Gas Company were pleased with the interest taken in the protest of the Mayor of Boston in their behalf, before the Public Utilities Commission, at the meeting Wednesday morning in their offices at 100 Nashua Street. Long before 10:30 A. M. the time scheduled, the crowd had begun to fill the offices and the meeting had to be transferred to the auditorium on the fourth floor of the building. It must be well known by this time that the small consumers will not stand by and be victimized.

* * *

Despite the efforts of Representative Timothy J. Murphy of Ward 15, the Massachusetts House killed the bill this week, calling for the appointment of one hundred additional inspectors in the department of the Registrar of Motor Vehicles. This bill was backed by the Governor and Representative Murphy maintained that it should pass on the grounds that it would mean a twelve percent reduction in insurance rates by effecting prompt investigation

(Continued on Page Eight.)

Press Clipping Service
2 Park Square
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FREE PRESS
East Boston, Mass.
JUL 13 1935

RACE TRACK OPENS

Suffolk Downs Has 35,000 Guests on Wednesday With Gov. Curley Bringing Official Greetings —Throngs Marvel at what they Behold—Best Track in the World — Special Feature For Today's Races Includes $7500 Handicap

They are running at Suffolk Downs. The race track was opened on Wednesday. Opened on time. Opened to 35,000 people. It was a great day, and above all a great scene.

The crowd registered the "thrill of a lifetime" when they saw the transformation. A few short weeks ago the grounds were covered with about 10 feet of rubbish. Wednesday the grounds presented a beautiful landscape to the eye. Trees, shrubs, grass, vegetable gardens, stables, grandstand, clubhouse, and the wild old Atlantic a short distance away, murmuring as the tinkling of the mission bells of Monterey. It was all very marvelous.

Gov. Curley was there, Mayor Mansfield was there, and thousands of others were here. Indeed, everybody seemed to be there.

Harty congratulations to Adams, and Wetmore, and Macomber, and Tomassello, and the modest engineer and architect. They have done a fine job ,and then some.

Saturday's Program

Interest throughout New England turfdom is now concentrating on Saturday's running of the $7500 added Massasoit Handicap at Suffolk Downs, the beautiful East Boston track which has taken its place at the top of the racing world. Thirty-one thoroughbreds have been nominated for the mile and one sixteenth contest, although no more than twelve to fourteen are expected to start.

Six candidates for the Massasoit were on the track Thursday morning, going through their final training in preparation for the race. Alberta went a handy mile over a track that was rated "good" in 1:42 3/5, being clocked the first six furlongs in 1.15 3/5. Advising Anna and Palma also turned in good works, the former reeling off the mile route in 1:42 2/5 and the latter in 1:44 3/5. Bahamas and Exhibit, recent arrivals at the Downs, were content to breeze a half mile in :50 3/5 and :51 respectively, under a snug hold. Agrarian, which recently staged a comeback after leg trouble had kept him from the turf wars for longer than a year, galloped a mile and one quarter in 2:12, but was at no time called upon for speed. His handlers are very well satisfied with his condition, and do not believe the 118 pounds he has been assigned is too heavy a package to carry.

Discovery and Identify, A. G. Vanderbilt's aces, have been given top weight in the field by Racing Secretary and Handicapper Frank J. Bryan. Discovery will tote 131 pounds if he starts with Identify next in line with 120 pounds. The range of weights narrows down to the 98 pounds to be carried by Earl Porter and Spixi.

The opening day's attendance of 35,000 is expected to be topped by Saturday's outpouring of fans. The Massasoit Handicap will be surrounded by other features attracting the best horses on the grounds, with the popular daily double an added incentive to bring the patrons out. Boston fans have also read and heard so much of the magnificent new Suffolk Downs that many curious fans will be on hand merely to get a good view of the giant grandstand and clubhouse, and to share the thrills of the afternoon's sport. Post time daily is 2:00 o'clock, with the daily double windows closing at 1:45.

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BOSTON MASS.

SUN
Lowell, Mass.
SEP 3 1935

Lawyer Notified by Curley Of Impending Appointment

Selected to Succeed the Late Edward J. Tierney—Name Will Go Before Executive Council at Its Meeting Tomorrow

J. Joseph Hennessy, lawyer and former city auditor and city solicitor, is Governor Curley's choice for the vacancy caused in the Lowell finance commission by the death of its chairman, Edward J. Tierney.

The governor telephoned Mr. Hennessy today that his nomination was being prepared for submission to the executive council, which holds its usual mid-week meeting tomorrow.

Governor Curley characterized Mr. Hennessy as "the most worthy and most desirable candidate in the field."

Following Mr. Hennessy's appointment, it is expected that the commission will convene for the purpose of selecting a chairman, whose salary automatically becomes $2000. The other two members of the commission draw $1000 each.

Governor's Choice



J. JOSEPH HENNESSY

Press Clipping Service
2 Park Square
BOSTON MASS.

BEACON
Dorchester, Mass.
JUL 20 1935

Dorch[illegible]

(Continued from Page One)

of accidents and numerous cases o collision.

* * *

Another fortunate competitor in the recent examination for the M. C. O. F. scholarships to Boston College, is John X. Gaquin of 31 Sheldon street, who was graduated in June from Boston Latin School. Mr Gaquin was the class orator at commencement. He will begin his studies at the Heights in September.

* * *

An exhibit of unusual interest, featuring a Dutch Village is attracting much attention at the Neponset branch of the Boston Public Library. The accomplishment is the work of Junior C. D. A. Court Saint Ann and it was awarded first prize at the State convention in Boston this year. This work of art was completed under the direction of Miss Kathryn Healey.

* * *

Rev Otis W. Foye, pastor of the Dorchester Temple Baptist Church, and Mrs Foye will leave Monday on their vacation, which will be spent at Buzzards Bay. Those who know Doctor Foye realize that his untiring efforts in the behalf of his congregationa, call for a brief rest that he may be able to carry on his splendid work.

* * *

Hundreds of friends of the late Thomas A. Fitzpatrick of 29 Belton street for forty years a business man of this community, thronged Saint Brendan's Church, for his funeral services. The funeral mass was celebrated by Rev James P. Donovan. Interment was in Cedar Grove cemetery. Mr Fitzpatrick is survived by two sons, Thomas W. and Harrison N. Fitzpatrick, both of this community.

* * *

The brother officers of Patrolman Monahan night signal desk man at Station 11, are delighted to hear that Frank is considerably improved and they look forward to his quick recovery. He is being treated at the City Hospital for injuries sustained in a recent accident.

HERALD. 12/1/29

FRANK A. GOODWIN EXPECTS TO GET ALONG WELL WITH CURLEY, BUT IS READY TO FIGHT AT NEED

By WENDELL D. HOWIE

If an exception can be made of the flurry caused by Mayor Nichols when he discovered that he had lost his coveted number 299, automobile registration, the events of the past week which attracted more than usual attention in state and political circles were (1) the doings of Frank A. Goodwin, chairman of the Boston finance commission, in the East Boston tunnel controversy; (2) the action of Gov. Allen in resuming the time honored custom of issuing Thanksgiving pardons, and (3) the announcement of the new requirements for automobile operators' licenses.

To discuss these three developments briefly in their order, it must be apparent that while Mr. Goodwin has now been in his new office barely six weeks, he has already given unmistakable indication that he can be of great service to the taxpayers of Boston. It would seem that he is the proper peg for this hole.

Mr. Goodwin was appointed by Gov. Allen on Oct. 9, to succeed John C. L. Dowling. He was sworn in on Oct. 16, and formally took over office on Oct. 17. Before he had been in office a week —four days, to be exact—he had fought and won his first battle. This was the blocking of a land taking for a new school site in Charlestown, in which he believed the city was being held up. As a result of his recommendations the school committee voted to enlarge the district to be served, which made possible the acquiring of another and better school site at a saving of a minimum of $38,000 to the taxpayers of the city.

TUNNEL CONTROVERSY

Next came the controversy over the East Boston tunnel, with Goodwin objecting to the plans, not only for the tunnel itself, but with respect to the approaches. As a result of his action in the case, the original plans already have been so changed as to bring substantial savings to the taxpayers. It was estimated that $500,000 would be cut from the cost of constructing the tunnel and another $400,000 when it came to the approaches, although since that time it has been stated that the saving might run to $2,000,000.

Goodwin was always a good fighter. Years ago, when he was a youngster, he gained considerable fame as a baseball player. He was hardly as big as a pint of peanuts and his weight would just about have qualified him as bantam-weight in the fistic ring. He was a catcher behind the bat, and he caught some of the speediest pitchers of the day. When some great hulk of a pitcher would get into a hole and the diminutive Frank would strut down to whisper a few words of advice and encouragement, the fans would chuckle in high glee—and that was before Bud Fisher conceived his Mutt and Jeff. When it came to a fight—and in those days real fights sometimes took place on the baseball diamond—Frank was always in the centre of the fray.

So it has always been. Frank is still fighting and so long as he is battling for the interests of the taxpayers, he can be counted on to do a good job. It has sometimes been said that he chatters too much, but when one appreciates the kind of chatter which an old-time baseball catcher handed out from behind the bat, then it is no exaggeration to say that the Goodwin of today is under restraint and really quite conservative.

Goodwin likes his new job. It suits his tastes and his peculiar abilities quite admirably. He feels quite at home with his new duties. He has said that he asked Gov. Allen for the place and that the Governor gave it to him, with no strings on it, except that he do his duty as he saw it. Having a profound knowledge of the affairs of the city of Boston, he doesn't intend to overlook anything where he thinks the interests of the city are not being adequately protected.

The past troubles of the commission, he believes, have resulted from deliberate attempts which have been made to draw red herrings across the trail when a real "job" was being done on the city treasury. About the time when some big deal was to be consummated, word would reach the finance commission that some one was getting away with $25 or $30 over in some department or other. The attention of the commission and its staff would be directed away from the killing. While a wild goose chase was in progress, or a trail being folowed which would lead to some very minor or petty theft, a motor truck would back up to City Hall and make away with the treasury vaults. By the time the finance commission could get back on the trail again it would be too late, and only too often the tracks were found to be completely covered up.

Goodwin doesn't believe much in going after small stuff. He is of the opinion that if the big things are watched, if they can be blocked in advance, and major larcenies prevented, the small things will look after themselves. He believes that the men in responsible places in the service of the city are honest, for the most part. He is on friendly terms with department heads. He feels they would not do anything out of the way unless they were compelled to for fear of losing their places. In this respect he says they know that he stands as their protector, and for this reason they are willing to talk freely with him.

The chairman of the finance commission has been asked how he thinks things will go when James M. Curley returns to City Hall. In the past he has been known to be friendly with Curley. His disposition today is to co-operate where such action will result in the best interests of the city and its people.

His reply has been that he does not anticipate anything but friendly relations between his commission and the incoming mayor. He believes that Curley will give the city a splendid administration. Mayor-elect Curley is reputed to be a wealthy man. He has made money since he left City Hall nearly four years ago. He has a large family, and his children are rapidly growing up. Goodwin believes that Curley is desirous of making a name for himself during the next four years that will forever be the pride and glory of his family.

CURLEY'S EYE ON FUTURE

And there is yet another consideration. Curley ran for Governor in 1924 against Alvan T. Fuller, in the year of the greatest Republican triumph in Massachusetts, and was badly defeated. He would like to have another shot at it. He rather believes that William S. Youngman will be the Republican nominee for Governor in 1932. At least he hopes so. By an outstanding administration of honesty and achievement in Boston during the period leading up to the campaign of 1932, Curley believes he can take Youngman to the queen's taste. There is food in this thought.

Thus it is that Goodwin is not expecting trouble with the incoming Curley administration. While there may be no actual fraternizing between the finance commission and City Hall, at least he does not think there will be cause for open warfare. But, if the old gang is back on the job and there are signs of bagmen hiding behind the lamp-posts in the vicinity of City Hall, Goodwin will be prepared to fight.

There are those who profess to believe that Goodwin himself has ambitions to become mayor of Boston, and that he intends to so conduct his office as to use it as a stepping stone. Possibly, but the prospect of a chairman of the Boston finance commission for mayor certainly has never been contemplated in recent years. The chairmanship of the finance commission has of late been regarded as a stepping stone to a judgship of political oblivion. If Goodwin can build up a mayoralty boom in this office he will certainly have earned it.

GLOBE 12/2/29

SEEKS TUNNEL SITE HEARING

Maguire Asks New Regime Settle E. Boston Question

James E. Maguire, editor of the East Boston Free Press, a pioneer in the movement for a tunnel as a conecting link between East Boston and the city proper, in a public letter today, declared that the people of East Boston would like to be heard in public hearing as to their views on the location of the proposed East Boston vehicular tunnel.

He pointed out that the present administration at City Hall has only a few more weeks to go, and he felt, that it was only fair that the entire matter be left for solution by Mayor-Elect Curley's administration. His statement follows:

"In the spirit of the now generally accepted policy of cooperation may one who has given some thought through the years to the problem of vehicular travel between East Boston and the city proper have a few words to say?

"The chief trouble since the passage of the Tunnel act has been that the Transit Commission has kept the matter behind closed doors. The public has not been invited through open hearings to even offer suggestions. The Metropolitan Planning Board and the City Planning Board has also been doing their planning in secret. It remained for Mr Lomasney to bring the matter into the open and develop the fact that there was a fight between the engineers, one group receding from its position, or being overpowered by Mayoralty influence. The matter is back again in another huddle, the chairman of the Finance Commission now a useful member. But a public hearing is mentioned by no one save the faithful gentleman in the West End.

"The people of East Boston may be excused if they show no special confidence in planning boards and the like. They remember that such boards supported a measure authorizing a privately owned toll bridge, which would have ruined them. Such schemes of highway accommodation are now violently condemned throughout the country. East Boston was saved, not by the planning boards, but through the help of Gov Fuller, Representatives Shattuck, Lomasney, Whidden, Beck and others.

"Desire to Be Heard"

"The people of East Boston desire to be heard at an open hearing. They form a community of 70,000 people. They have 20,000 children, 14,000 of whom are attending school. The school buildings include a senior high school, two junior high schools, 18 elementary schools, and five parochial schools. The entrance to the tunnel in East Boston should be so placed that people will not be evicted from their homes, and schoolhouses emptied. Shifting a population may mean a heavy expense in discontinuing a public service in one locality to replace it another.

"The triangle formed by Meridian st, Bennington st and Chelsea st, the apex at Day sq, contains the Dante School, the Lyman School, the Cudworth School, the Grant School, the Otis School and the Sacred Heart School. Some of the older children in the triangle cross Bennington st on their way to the Barnes Junior High School. The whole area is one of the most congested anywhere to be found. Accordingly, any group of men, engineers or laymen, planning boards or transit commissions, that would advocate placing the entrance to the tunnel anywhere in the triangle mentioned, and especially between London st and Havre st, abutting on Porter st ought to be exiled.

"The entrance to the tunnel on the mainland is a matter on which the judgment of the people of Ward 3 should be final. Their leaders are thoroughly familiar with the locality. Then, too, they stopped the 49-million circumferential highway nonsense a few years back. Certainly the people of East Boston do no twant the tunnel to harm in any way their neighbors across the harbor.

"The present City Hall administration has only a few weeks to go. The problems growing out of the construction of the tunnel, such as two new bridges across the creek to Chelsea, and who should pay for them, are for Mayor Curley's administration to solve. It seems fair and wisdom to let the whole tunnel matter go over for its consideration."

GLOBE 12/3/29

HOSPITAL MAY BE SOLD LAND ON PARKER HILL

12/3

By a vote of 15 to 2, the City Council yesterday afternoon approved, at a first reading, an order giving the Mayor authority to sell 193,359 square feet of land on Parker Hill, Roxbury, to the Robert Breck Brigham Hospital for $34,800. Councilors Dowling and Ward opposed the order, claiming that it was being put through in haste and that the Council should have time to look into the matter. Councilor Wilson explained that the hospital plans to erect additional buildings on the land now owned by the city.

The land in question was donated to the city by the Elks 10 years ago for after-the-war hospital purposes.

TRANSCRIPT 12/2/29

Announce Program for Gov. Ritchie

Governor Albert C. Ritchie of Maryland who is to speak in Symphony Hall on the evening of Dec. 10, under auspices of the Liberal Civic League, Inc., on "The Experience of Maryland Without a State Prohibition Enforcement Act," undoubtedly will face a crowded house judging by the applications for tickets. The two galleries of the hall will be open to the public after 7.45 P. M. All admissions will be free, and it is the purpose of the league to allow the largest opportunity for hearing this distinguished guest.

Governor Ritchie will make his headquarters at Hotel Statler. At 11 o'clock he will call upon Governor Frank G. Allen at the State House and at 11.45 he will be received by Mayor Nichols at City Hall. At 12.30 he will be tendered a luncheon in Hotel Statler, to which acceptances have been received from several score of leading citizens, including Major General Clarence R. Edwards, Lieutenant General Edward L. Logan, Major General Preston Brown, commanding the First Corps Area; Mayor-elect James M. Curley, former Mayor Andrew J. Peters, Police Commissioner Herbert A. Wilson and Major General Alfred F. Foote, commissioner of public safety and commander of the Twenty-sixth Division.

At 4 P. M. Governor Ritchie will be the guest at the residence of Mrs. William Lowell Putnam, sister of A. Lawrence Lowell, president of Harvard University, 49 Beacon street, where some fifty or sixty women interested in the cause of genuine temperance will greet him.

Before the meeting at Symphony Hall, Governor Ritchie will be the guest at dinner of Charles S. Rackemann, president of the Constitutional Liberty League, which is co-operating with the Liberal Civic League in the reception to the governor. Governor Ritchie will be escorted from the Statler to the Rackemann residence and back to Symphony Hall by Troop A, 110th Cavalry, M. N. G., Captain Robert M. Blair, commanding.

At Symphony Hall, the audience will be entertained, beginning 7.15 o'clock, by Walter Smith and his band. Mr. Smith, who is perhaps the greatest trumpeter in the United States, will play a solo. William H. Mitchell, chairman of the Liberal Civic League, will introduce the permanent chairman of the meeting, Hon. Joseph Walker of Brookline. Governor Ritchie will leave for New York after the meeting.

HERALD 12/3/29

COUNCIL VOTES TO SELL LAND TO HOSPITAL

The city council by a vote of 15 to 2 yesterday gave a first reading to the order calling for the sale of the 191,357 square feet of land on Parker Hill, Roxbury, to the trustees of the Robert Breck Brigham Hospital for the sum of $34,800. Councilmen Dowling and Ward voted against the order.

The land was originally donated to the city by the Elks just after the close of the world war and Mayor-elect Curley, toward the close of his last administration, arranged a hospitalization program on the land to house the patients at Long Island.

GLOBE 12/3/29

TO ASK PAY INCREASE FOR BOSTON OFFICERS

Wilson Wants $200 More for Each Patrolman

Increases in pay of Boston police officers, so that their remuneration will compare more favorably with that of police in other large cities of the country, will be recommended by Police Commissioner Herbert A. Wilson in his annual report to Gov Allen, it became known on good authority yesterday afternoon.

The Police Commissioner's report, now in process of preparation for the year ending Nov 30, must be filed at the State House before the Legislature convenes on the first Wednesday after New Year's Day. It is probable that the report will be turned over to the Governor at some time during the next two weeks.

The pay schedule proposed by the Commissioner calls for increases for every member of the Police Department below the rank of captain. Lieutenants, lieutenant-inspectors and sergeants should receive an increase of $500 a year, the Commissioner believes, while every patrolman's wages should be lifted $200. This would make the minimum for patrolmen $1800 and the maximum $2300 a year.

Present and Proposed Pay

The following table shows present salaries of lieutenants, inspectors, sergeants and patrolmen, and what they will be if the Police Commissioner's recommendations are carried out:

Rank	Present Salary	Recom'd Salary
Lieutenant	$2700	3200
Inspector	2700	3200
Sergeant	2500	3000
Patrolman (minimum)	1600	1800
Patrolman (maximum)	2100	2300

(Note: Under the present system, patrolmen are started at $1600 and given a raise of $100 a year until they reach $2100. Under the proposed scale they would start at the minimum of $1800 and be increased $100 yearly until they reach the maximum of $2300.)

It was learned that the police commissioner feels that raises are necessary in the interests of the peace, safety and convenience of the community, and he is of the opinion that a minimum wage of $6 a day for police officers just entering the department is a necessity, under present living conditions.

If the pay raises suggested by the commissioner are granted it will mean an annual increase of more than $538,000 in the payroll of the Police Department, if the number of patrolmen and superiors is the same next year as it is at present.

Arguments for Increase

Among the arguments that Commissioner Wilson will cite in support of the salary increases he recommends will be the payment of other city employes and their shorter working hours. He will point out, it is expected, that city laborers receive more in proportion than patrolmen, and in addition they have a half holiday on Saturday. Patrolmen have one day off in eight.

At present, patrolmen in New York are receiving $2500 a year, and preparations are now being made to raise their pay to $3000. In Pittsburg, patrolmen receive $2520 a year; sergeants, $2700, and lieutenants, $2940. San Francisco, Newark, Los Angeles and other large cities pay their police officers considerably more than Boston, it was pointed out at Headquarters.

The commissioner's recommendations for increases will be incorporated in the report to the Governor. But any additional appropriations for pay increases will be made by the Mayor and the City Council, so it is probable that the Police Commissioner will take the matter up with Mayor-Elect Curley and the incoming City Council when the new city administrative officers take over their duties the first of the year.

POST 12/3/29

O. K. ON PARKER HILL LAND SALE

12/3

Council Approves Disposal to Hospital

The sale of the city land on Parker Hill, Roxbury, where former Mayor Curley planned to erect a chronic hospital for the purpose of removing the aged sick from Long Island to the mainland, was approved yesterday by the City Council with a vote of 15 to 2.

A total of 191,357 square feet, which was given to the city as a gift from the Elks at the close of the World war, will now be sold for $34,800 to the Robert Breck Brigham hospital trustees, provided the Council gives the measure a second and final vote of approval two weeks hence.

Councillor Robert Gardiner Wilson, Jr., of the committee on public lands, explained that the hospital authorities plan to build extensions on the land which adjoins their property.

Mayor-elect Curley last night expressed surprise at the Council's action in voting to sell the land.

"I don't think they should dispose of the land," he stated, "unless they arrange with the Brigham Hospital trustees to take care of the chronic cases.

POST 12/3/29

A SOLUTION FOR 299

To the Editor of the Post:

Sir—Why doesn't Mayor Nichols compromise on this auto plate, 299, by allowing Mayor-elect Curley to sport it for the next four years, and in return Mayor Curley to switch it back to Mayor-elect Nichols in 1934?

D. J. F.

GLOBE 12/2/29

Does Mayor-Elect Curley approve of Mayor Nichols' $5,000,000 Court House project?

Post 12/3/29

NEW COURT ADDITION IS LOST AGAIN

Order on $5,000,000 Project Killed by 10 to 8 Vote

For the second time this year, the City Council yesterday rejected, by a vote of 10 to 8, an order calling for the construction of a $5,000,000 addition to the Suffolk County Court House at Pemberton square, following two hours of debate.

NO ORDER FROM MAYOR

The debate was branded by Councillor Robert Gardiner Wilson, Jr., of Dorchester, chief sponsor of the Court House act, as "a waste of time in which the Council was fighting windmills." He placed responsibility for the failure to adopt the proposal upon Mayor Nichols, claming that the Mayor merely sent a message to the Council without the customary order.

As soon as yesterday's order had been defeated, a second Mayoral message was read, appealing to the Council to ratify the legislation providing for the construction of the Court House addition. With this second message there was no order drawn up by the Mayor, who evidently has left it to the Council to initiate the necessary order.

Ruby Raps Courthouse Act

As on Sept. 4, when the Court House act was beaten by a vote of 13 to 5, Councillor Israel Ruby of Dorchester, a member of the bar, led the onslaught against the measure yesterday. He declared that the Court House act, passed by the last Legislature, was not giving Boston a fair deal, as it required that the city should pay 82 per cent of the cost of the structure, in spite of the fact that the addition would be built to provide adequate quarters for no less than six State departments, the Supreme Court, the Land Court, the Commissioner of Probation, the Law Library, the Board of Bar Examiners and the Reporter of Supreme Court decisions. Yet, the State would pay only 18 per cent of the cost.

Warning by Fitzgerald

He recalled in the past that the city was required to pay but 66 2-3 of the cost of Court House construction, and insisted that if the bill is placed before the Legislature again in January, the city will get a better deal.

Councilor John I. Fitzgerald of the West End, who joined with Councilor Wilson in support of the measure, insisted that the Legislature would not give the city a better deal and warned that the Legislature might lack faith in the Council next year and pass an act for the construction of the Court House which would not require the approval of the city government to make it effective.

He declared that Chairman Charles Howard of the State Commission on Administration and Finance, told the Legislature that the State should pay only six per cent of the cost, but that it was later boosted to 20 per cent. "The Council need not think that it can browbeat the Legislature," protested Councillor Fitzgerald.

"$300,000 Pie"

Councillor Fitzgerald explained that the chief bone of contention in securing a courthouse act was the decision as to "who would have a finger in the pie." He said it was finally agreed that the Governor, the Mayor and the Chief Justice of the Supreme Court would appoint the commission of three to make the plans and build the $5,000,000 addition.

Councillor Frederic E. Dowling of Brighton was on his feet. "If that was the bone of contention," he shouted, "then I believe this matter deserves further consideration. A contract of $5,000,000 means six per cent or $300,000 for architects' fees. That makes it a $300,000 pie. I would just as leave have the incoming administration cook that pie. The longer it cooks the better."

Councillor Michael J. Ward of Roxbury, who is also a member of the State Senate, recited the "Night Before Christmas" and laughed that the Mayor's only interest in the courthouse addition was a Christmas tree with the stockings tied over the fireplace.

At this, Chairman Charles G. Keene of the executive committee, which had defeated the courthouse proposal in private session by a 10 to 8 vote, explained that the Mayor sent a message to the Council, suggesting the acceptance of the act, and let it be known that if the Council desired it could frame and pass an order of acceptance. "This is the reason that no order was framed by the Mayor," he said.

Opposition Wins, 10 to 8

To fill this deficiency Councillor Fitzgerald immediately introduced an official order calling for the acceptance of the legislative act which would authorize the $5,000,000 addition and acting President William A. Motley put it to a roll call vote.

Favoring the acceptance were Councillors Arnold, Fitzgerald, Greene, Motley, Murray, Parkman and Wilson—eight in all.

Voting in opposition to the courthouse act were: Councillors Bush, Donovan, Dowling, Fish, Gallagher, Lynch, Mahoney, Ruby, Sullivan and Ward—making 10 in opposition, which was successful.

Wilson Wants to Add $200 to Patrolmen, $500 to Officers

General salary increases for all police officers, from the rank of patrolman to that of lieutenant, totaling over $500,000, will be recommended by Police Commissioner Wilson in his annual report to Governor Allen, it was learned yesterday at police headquarters. It is the police head's desire that the raises be made effective as soon as possible in 1930.

$6 A DAY FOR PATROLMEN

The commissioner's report to Governor Allen will point out that the present minimum daily salary paid to patrolmen is $4.37, with 4 per cent of this amount deducted regularly for pensions. He is convinced that present living costs make a salary of $6 a day imperative.

He favors increases of $200 for all patrolmen bringing the annual minimum from $1600 to $1800 and the maximum from $2100 to $2300. The proposed list for higher ranking officers is as follows: Lieutenants, doing station house duty, $500 increases, making their salaries $3200; lieutenant-inspectors, attached to the Bureau of Criminal Investigation will receive like salaries with a $500 raise, and sergeants will obtain $3000 through the medium of $500 increases.

Requires Action by Mayor

Although the report will be made to Governor Allen it will require concurrent action by Mayor Curley when he takes office next month and Commissioner Wilson to make the raises effective.

In his report to the State House, Commissioner Wilson plans to point out that city laborers of Boston receive more in compensation than patrolmen. Despite the fact their wages are higher the laborers have to work only half a day on Saturdays and they have holidays off. He will also call attention to the fact that while laborers can add to their incomes by engaging in other gainful occupations, the police are forbidden to do so.

Turn Back Large Amount

As a further argument Wilson will attempt to show the Governor that the police department turns back a large amount of money earned each year to the city treasury. He believes that the city is saved many thousands by the fact that the police do the work every year of listing all inhabitants.

Cities outside of Boston, the commissioner shows, are paying much larger salaries to their police and fire departments than is the Hub.

New York is now paying patrolmen $2500 a year and is about to increase this amount to $3000. Pittsburg pays patrolmen $2520, lieutenants, $2940, and sergeants $2700. Los Angeles, San Francisco, Newark and many other cities are far ahead of Boston with respect to compensation of their police.

HERALD 12/3/29

AGAIN REJECTS COURTHOUSE ACT

Council, 10 to 8, Refuses Acceptance of the Measure

MAYOR PROMPT WITH RENEWED APPEAL

By CHARLES A. COYLE

By a vote of 10 to 8, the city council yesterday for the second time this fall defeated the acceptance of the legislative act which gives Boston the authority to build a new $5,000,000 Suffolk county courthouse after more than two hours of heated and at times acrimonious debate.

Scarcely 15 minutes after the defeat of the measure Mayor Nichols sent another urgent message to the council, his second in a week, asking the acceptance of the act and pointing out the fact that the action of the council "overlooked the extreme necessity of this important public improvement.' For the second time, however, the mayor failed to attach an order to his message, leaving the introduction of such up to the council.

The final vote on the acceptance of the act saw the members of the council divided as follows: In favor—Councilmen Arnold, Fitzgerald, Green, Keene, Motley, Murray, Parkman and Wilson; against—Councilmen Bush, Donovan, Dowling, Fish, Gallagher, Lynch, Mahoney, Ruby, Sullivan and Ward.

The question had been apparently settled definitely in executive session when the message of Mayor Nichols, read by Clerk John Baldwin, urging the immediate acceptance of the courthouse act, was voted down by a 10 to eight vote.

Councilman Ruby of Dorchester, leader with Councilman Ward of Roxbury against the acceptance of the measure, desired his remarks in executive session to be placed upon the records however and the entire matter was once again opened to discussion before crowded galleries.

It was then that Councilman John I. Fitzgerald of the West end, who, paired with Councilman Robert G. Wilson, Jr. of Dorchester, led the fight for the acceptance of the act, introduced an order calling for the acceptance of the act. The debate in executive session was gone over once again and resulted in the defeat of the measure by the 10 to 8 vote.

COST APPORTIONMENT

Councilman Ruby, himself a member of the bar, led his fight against the acceptance of the measure along the same successful lines he employed on Sept. 4 when he succeeded in defeating the measure by a 13 to 5 vote.

He scoffed at the message of Mayor Nichols in which the mayor called for the acceptance of the act to help the unemployment situation of the city and declared that such an argument was a "joke." He also insisted that President Hoover's building program had nothing in common with the erection of a new courthouse in Pemberton square and called upon his colleagues to defeat the measure in the name of the taxpayers of the city who will be forced to pay 80 per cent. of the cost under the present act.

Pointing out the fact that no less than six state departments will be housed in the new structure, including the supreme court, the commissioner of probation, the board of bar examiners, the land court and the Social Law library, Councilman Ruby demanded the "better break" for Boston and urged the filing of a new bill with the incoming Legislature which would apportion the cost of the project more justly between city and state.

WILSON BLAMES MAYOR

Councilman Wilson placed the defeat of the courthouse act squarely on the shoulders of Mayor Nichols and declared that the present administration is not in favor of the bill in spite of the messages from the mayor, pointing out the fact that no official order accompanied the message.

Councilman Fitzgerald warned the members of the council in executive session that a defeat of the measure was flying in the face of Providence, with the judges of the commonwealth, the bar associations and the labor bodies of the city in favor of its immediate acceptance.

Councilman Ward, a member of the state Senate, questioned Mayor Nichols's last minute rush to have the bill accepted by the council, and quoted a few lines from a Christmas poem regarding gifts from Santa Claus, which he declared fitted the position of the mayor on the matter.

THE MAYOR'S MESSAGE

Picking up Councilman Fitzgerald's assertion that one of the bones of contention in the controversy was just who would have a "finger in the pie," Councilman Dowling of Brighton declared that if such was the case, in view of architect's fees that will run to $300,000, he was of the opinion that the "pie should cook a little longer and allow the next administration to open it, for the longer it cooks the better it will be."

Mayor Nichols's second message to the city council, which will be acted upon next week, was as follows:

Dec. 2, 1929

To the City Council.

Gentlemen:

The failure of the city council this afternoon to accept chapter 368 of the acts of 1929 providing for extensions to the Suffolk county courthouse overlooks the extreme necessity of this important public improvement. I am, therefore, constrained once more to present this matter for your consideration in the sincere hope that you may act favorably upon it.

The deplorable conditions which are becoming worse in the courthouse are a matter of common knowledge, and ought to receive the attention which is made possible through this legislative act. Moreover the acceptance of the act is in conformity with the program of the President of the United States to stimulate industrial and commercial activity, and to relieve to the fullest extent possible the distressing conditions attendant upon unemployment.

DEPLORES LAGGING

The city of Boston is distinguished throughout the entire country for the high quality of its skilled labor. In fact, it is one of the potent reasons why the city of Boston has maintained its high position in the business life of the nation. We have a community of business men the equal of any in the world, and our per capita wealth is high, indicating ample resources for investment.

With skilled labor, a progressive business spirit and money to back them both, why should the city of Boston ever lag behind in the building of its public improvements? Why should it hesitate on so important an improvement as that which will relieve the uncomfortable, unhealthful and dangerous conditions which now prevail in the Suffolk county court house? The court house is the place where one of the most important functions of civil government is carried out, namely the administration of justice. It is obvious to all that this function is carried on under the most disadvantageous surroundings possible.

It is correct policy to carry on public work when the most labor is available. The President of the United States is absolutely sound in his contention that now is the time to make big plans for the future and the best proof that he is sound is the fact that from one end of the country to the other there has been a magnificent response. It is a response which indicates that all America is ready to back up with billions its confidence in the future prosperity of the country.

For the foregoing reasons I strongly urge the acceptance of this act. Very truly yours (Signed)

MALCOLM E. NICHOLS, Mayor.

HERALD 12/4/29

Lomasney Wants More Funds For Suitable Lodge Memorial

Ward 3 Leader Observes 70th Birthday by Telling Art Commission to Seek $20,000 from Legislature—Says Fence or Steps Will Not Suffice

By JAMES GOGGIN

Martin M. Lomasney observed his 70th birthday yesterday by firing a characteristic verbal barrage at the Massachusetts art commission about the statue memorializing the public service of his intimate friend of many years, the late Senator Henry Cabot Lodge, for which a state appropriation of $30,000 is available.

As a result of his birthday activity, either the art commission or Mr. Lomasney will ask the Legislature to authorize whatever additional funds are deemed necessary to provide a statue befitting the career of the statesman whom Mr. Lomasney subsequently called an "aristocratic democrat."

The art commission, which has been considering the memorial for some months, feels that the appropriation is inadequate for a statue of the design that Mr. Lomasney and other friends of the late senator are insistent shall be created.

At yesterday's conference, Mr. Lomasney admonished the commission to lay aside apprehension about the problem, and to ask the Legislature to appropriate the additional $20,000 which it is felt is necessary to provide a suitable memorial.

TELLS OF FRIENDSHIP

Why not tell, asked a reporter of Mr. Lomasney later in the day, of the close friendship which existed between you and Senator Lodge?

"He was my friend for many years," said Mr. Lomasney, who expressed the belief on his anniversary that the people of Massachusetts understand him and his ideas far better than they did 10 years ago, "and if Massachusetts is to recognize the debt which the commonwealth and the nation owe to Senator Lodge, a few thousands of dollars should not stand in the way of providing a proper memorial. What this man accomplished for the country, for the state and yes, for the world, has never been adequately appreciated by the great mass of people."

He was an aristocratic democrat, but that did not hurt him any. Maybe people misunderstood him as they have me, but Massachusetts certainly owes him proper recognition, and I feel sure that it will be shown.

Senator Lodge and I were of different political parties, but that didn't interfere with our friendship. He knew no partisan politics when he had a chance to do a favor. He did favors for me. I appreciated them. Some who derived benefit from his acts failed to be appreciative. As a Democrat, I do not hesitate to say that Senator Lodge was one of the greatest of Americans, and if my assistance is of any value, Massachusetts will recognize him, not by any fence or steps, but by a statue which will stand forever as a tribute to him.

How close the friendship was between Senator Lodge and Mr. Lomasney was known only to them, but intimates of both have never been perplexed by the willingness of Mr. Lomasney to praise and defend Senator Lodge.

HEARING ON TUNNEL

"How does it feel to be 70?" asked the reporter of Mr. Lomasney.

"No different than at 60," came back Martin. "Every day is the same to me now. Of course I know that a great many of the men with whom I served in the board of aldermen back in 1893 have passed on and that we are attending the funerals of my old cronies quite often nowadays. I feel better than I did some years ago. I keep my hand in just enough so that I won't die of dry rot. I like to take a fling now and then. The tunnel job gave me a chance, and if I opened this deal up a little bit, perhaps the city will benefit from it. I'd like to have that public hearing on the tunnel held so that the people could ask questions and express their ideas. I can't see why any public official should be fearful of having a public hearing on a matter which involves $16,000,000. If at 70, I can enjoy myself poking at things which are not just according to Hoyle, maybe there are a number of youngsters, fired with courage and ambition, who can do a real job on this tunnel deal. I never backed away under fire, and it looks to me as if the schemers behind the tunnel job are doing what they have always done —folding up and running for cover when the light is turned on them."

"Well, what's the program for next year, Martin?" And the answer was immediate.

INTEREST IN PLAYGROUND

"I've got a great interest in this proposed playground and salt water bathhouse down on Nashua street in the West end," said Mr. Lomasney. "We're going to beautify the Charles River basin, which is as it should be, but the children from the teeming tenement districts of the West end won't get over there. And if they do they can't bathe in the river. You know, this scheme has been popular with a lot of us for years. My brother Joe is as hot for it as I am. The Boston & Maine and the commonwealth engaged in a little land swapping deal, which has allowed the railroad to fill in the river on the Cambridge side and to make a really great improvement.

President Hannauer, before his untimely death, was a great believer in this development plan, which will give the West end a playground and a bathhouse. He promoted the land swapping. The railroad has the flats and the land under water that it needed and the state has a couple of areas on both sides of Nashua street for which it has no use. We had a little rider tacked to the Charles river basin bill which gives the state authority to convey this land to the city for playground and bathing purposes. I feel that when Mayor Curley takes office and gets together with Gov. Allen, we'll have the announcement that the city has acquired this land. One part of it can be converted into a recreation ground. The other, which is on the river front, can be the site of an all-year-round salt water bathhouse. Maybe an artificial bathing beach can be built there, too. It's a wonderful plan, not only for the children of the West end, but for the city. It will transform this area from an unsightly stretch of territory into one of the beauty spots of Boston. And we can't do too much for the children. That's my enthusiastic idea on my birthday, and I am looking forward to being around when this project is completed.

POST 12/4/29

TAKE UP POLICE PAY WITH MAYOR CURLEY

While declaring himself in favor of raises for sergeants and lieutenants, Police Comissioner Wilson, yesterday, denied that he was recommending the increases to the Governor in his annual report. He stated that he would not make the recommendation to the Governor, but would probably take it up with Mayor Curley when he assumed office next month. No mention was made by him of raises to patrolmen.

TRAVELER 12/5/29

Curley Makes Inspection



Mayor-elect James M. Curley today inspected the Prendergast preventorium, on Harvard street, Dorchester. He is here shown with Doris Uriot, at left, and Alice Stewart, at right, two of the little patients at the children's institution.

GLOBE 12/5/29

FRIENDS TO FETE WILLIAM A. REILLY

Committeeman-Elect Will Be Given Banquet

A testimonial banquet will be held in honor of William Arthur Reilly, School Committeeman-elect, next Wednesday evening at the Hotel Lenox.

Mr Reilly's recent election created a stir in political circles, as he was the



WILLIAM A. REILLY

youngest of the 12 candidates for the School Board. He had never been a candidate for office before.

Invited speakers include Gov Allen, Gaspar Bacon, president of the Senate; Mayor Nichols, Mayor-elect Curley, Ex-Mayor Peters, Ex-Gov Fuller, Supt of Schools Jeremiah Burke, Francis Gray, chairman of the School Committee; Richard S. Lane, newly appointed member of the Schoolhouse Commission; Very Rev James Dolan president of Boston College; James J. Phelan, prominent financier, and Prof Rogers of M. I. T. fame.

All of the School Committee candidates are expected to attend as well as the present members of the School Board and the City Council.

GLOBE 12/5/29

MAYOR-ELECT GIVES JOY AT PREVENTORIUM

Frolics in the Snow With Children and Inspects Open-Air Schools at Mattapan

Mayor-Elect James M. Curley spent the morning at the Prendergast Preventorium in Mattapan. He romped in the snow with the children, addressed the guests, inspected the various buildings and gave impetus to the sale of Christmas seal stamps by his own personal donation.

Among those who welcomed Boston's next Mayor were Dr John B. Hawes, Dr James Minot, Dr Sumner Semick, Dr Theodore McCurdy, Dr John Hall, Dr Ely Bernstein, Mrs Arthur T. Cabot, Mrs Reginald Heber White, Mrs Gardiner H. Fiske, Mrs John Henry, Miss Isabel Hyams, Mrs A. Katherine McGuinness, Mrs Frank Price, Mrs Thomas F. Tully, John P. Sullivan, Mrs J. B. Hawes and Miss Bernice Billings.

The open-air schools, the cheerful dining-room and the apartments where the children sleep with a roof, and four sides of the building screened and open, were inspected by Mr Curley.

The interesting feature of the visit to the camp, located in the heart of the Mattapan woods, was the playing in the snow with the children.

"What is your name?" he asked a golden-haired child, the picture of health. "O, yes, I knew your grandfather." Another child he knew, remembered her folks and just where they lived. He had something to say to each child, displaying his keen interest and memory for names and faces. The juveniles enjoyed the occasion as much as the adults.

AMERICAN 12/5/29

F. W. MANSFIELD COMMITTEE IS $12,000 'SHY'

Reports $55,000 Expended and Only $420 to Meet Outstanding Bills

The Frederick W. Mansfield political campaign committee had only $420.41 with which to meet outstanding bills of $12,754.67, it was revealed today.

In a report filed with Wilfred A. Doyle, city clerk, by Robert Homans, treasurer of the committee, on the last day for filing campaign expenditures, it was stated that $56,085.15 had been raised for Mansfield's campaign and $55,664.74 expended.

Homans listed more than 30 liabilities with the attached memo:

"Whether these bills or any of them were incurred by authority of the F. W. Mansfield political committee or whether that committee is in any way responsible therefore, or whether they are accurate, the undersigned does not undertake to state as he had no personal knowledge concerning them."

No indication was given as to whether or not the bills would be repudiated or paid.

The largest item is $3575 to the Morris Amplifying Service for amplifiers at meetings. Then there is $3098.66 to the Dickie-Raymond Co. for mail advertising, $590.76 rent at Parker House, and two items totalling $67.26 for radio at headquarters in the Lawyers' Building.

There is an item of $200 for advertising matches, and several sums due to sign companies.

The committee on advocating the "Yes" vote to the referendum on the board of commissioners of school buildings and department of school buildings received $1801.56 and paid out the same.

Courtenay Crocker was treasurer of the committee, and Joseph Lee contributed $500, and Augustus Hemenway $300.

The Public School Association, of which Philip Cabot was treasurer, received $7329.48 and paid out $7260.50. Joseph Lee contributed $1000, Mrs. James J. Storrow $250, John F. Moors $1000, and Mrs. John F. Moors $200.

TRAVELER 12/5/29

$55,664 PAID FOR MANSFIELD

Mayoralty Committee Reports $12,754 Still Unpaid

The Frederick W. Mansfield mayoralty committee, in a report filed with City Clark Doyle, today stated tsat $55,664.77 was spent during the campaign and that only $420.38 remains to pay off liabilities amounting to $12,754.67.

Thirty distinct bills have been presented to the committee, which caused Robert Homans, treasurer, to make the following statement:

"Whether these bills or any of them were incurred by authority of the F. W. Mansfield political committee or whether that committee is in any way responsible therefore, or whether they are accurate, the undersigned (Homans) does not undertake to state, as he had no personal knowledge concerning them."

TRANSCRIPT 12/5/29

Campaign Left Mansfield Men $12,000 in Debt

12/5

Committee Raised $56,085, and Has Only $420 to Meet Liabilities

The Frederick W. Mansfield political committee, though it raised $56,085.15 for the mayoral campaign, has only $420.38 to pay out standing bills of $12,754.67, according to the statement required by law and filed today with City Clerk Wilfred J. Doyle.

Robert Homans, treasurer of the committee, listed more than thirty distinct liabilities which had been presented to his committee and which are unpaid, and made this statement: "Whether these bills, or any of them, were incurred by authority of the F. W. Mansfield Political Committee or whether that committee is whether they are accurate, the undersigned does not undertake to state as he had no personal knowledge concerning them."

The largest item among the liabilities is that of $3575 to the Morris Amplifying Service for amplifiers at meetings. The second largest item is that of $3098.66 to Dickie-Raymond for mail advertising. There is also an item of $590.76 for rent at the Parker House and two items totalling $67.26 for the radio at the headquarters in the Lawyers Building.

The advertising matches so widely distributed cost $200 and they have not been paid for; advertising mirrors and signs supplied by H. Eugene Jelly Company and the Slocum Sign Company cost $125 and $343.25 respectively; there were other signs from William H. Donovan which cost $443.25 and card signs from the O'Brien Card-Sign Company for $51, which have not been paid.

Other items among the liabilities includes political advertisements in the Boston Review; Square Deal, Boston Chronicle Publishing Company, the Dorchester News, the Svea Publishing Company, the Jewish Advocate Publishing Corporation, Gagetta del Massachusetts, Charlestown News Company, the Italian News, the Dorchester Beacon, C. Apolona and the Apotho Press.

Even the services of the Pinkerton National Detective Agency rendered at the mayoral recount in City Hall Annex, when James M. Curley's plurality soared several hundred abvoe the original returns, remain unpaid to the extent of $244.20. Additional items include bills for printing, addressing and mailing.

There were approximately 400 contributors to the Mansfield campaign, their gifts ranging from one dollar to a thousand dollars. In the latter class were Augustus Hemenway, Edwin S. Webster, Jr., Edmund R. Mansfield, Francis J. Murray, Thomas D. Lavelle, Daniel W. Flynn, George C. Wiswell, Abigail Homans, Courtenay Guild, Robert Homans, Charles Jackson, Paul E. Egan.

On Sept. 26, shortly after the Mansfield candidacy was announced, a loan of $10,000 was obtained from the State Street Trust Company, and on the day before the votes were cast, Mr. Mansfield himself advanced to the committee $2635 and also a loan of $2365.

Mable E. Mansfield contributed $650 and Grace S. Mansfield $850. Those who contributed $500 were George R. Nutter, John R. Macomber, E. W. Atkinson, Frances A. Jackson, George Wigglesworth, F. L. Higginson, Ernest B. Dana, John S. Ames, George C. Lee, Mrs. James J. Storrow, Mary B. Holmes, Edward J. Holmes, Mary A. Frothingham.

A gift of $900 was made by James J. Storrow, Jr., $850 by Henry Shattuck, $480 by Henry Parkman, Jr. Among the other prominent contributors, $250 each, were Joseph Lee, N. P. Hallowell, W. C. Loring, liot Wadsworth, Nancy Wadsworth, Mary A. rothingham, M. B. Fabian, M. W. Greenough, J. S. Delaney, . H. Kittredge.

The greater part of the expenditures were for printing, advertising and rental.

RECORD 12/5/29

Campaign Debt of $12,000

The Frederick W. Mansfield political committee, though having raised $56,085.15 for the mayoral campaign, has only $420.38 to pay outstanding bills of $12,754.67, according to the statement required by law and filed yesterday with City Clerk Wilfred J. Doyle.

Robert Homans, treasurer of the committee, listed more than 30 distinct liabilities which had been presented to his committee and which are unpaid.

He made this statement:

"Whether these bills, or any of them, were incurred by authority of the F. W. Mansfield Political Committee, or whether that committee is in any way responsible therefor, or whether they are accurate, the undersigned does not undertake to state as he had no personal knowledge concerning them."

$3575 BIGGEST ITEM

The largest item among the liabilities is that of $3575 to the Morris Amplifying Service for amplifiers at the meetings. The second largest item is that of $3098.66 to Dickie-Raymond for mail advertising.

There is also an item of $590.76 for rent at the Parker House, and two items totaling $67.26 for the radio at the headquarters in the Lawyers' Building.

The advertising matches widely distributed cost $200 and they have not been paid for; advertising mirrors and signs supplied by H. Eugene Jelly Company and the Slocum Sign company cost $125 and $343.25 respectively; there were other signs from William H. Donovan which cost $443.25 and card signs from the O'Brien Card-Sign Company for $51, which have not been paid for.

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A gift of $900 was made by James J. Storrow, Jr., $850 by Henry Shattuck, $480 by Henry Parkman, Jr. Among the other prominent contributors were Joseph Lee, $250; N. P. Hallowell, $250, W. C. Lorin, $250, Eliot Wadsworth, $250, Nancy Wadsworth, $250, Mary A. Frothingham, M. B. Fabian, M. W. Greenough, J. S. Delaney, E. H. Kittredge.

CURLEY SPENT $87,940.59

Of $93,870 the Curley campaign committee received, $87,940.59 was expended, the Curley report showed. An additional sum of $6508 was donated for outdoor advertising. Curley radio broadcasts cost $3466; the Boston Garden $1362.80; advertising $15,000; postage and labor $15,000, and printing $15,000.

Daniel H. Coakley declared he received $3450 and paid out $3,433.50 of which $2,026.25 was for radio and the balance for printing, hals and mailing.

The Women's Better Government Association received $9750 and spent $9597.50 toward the Curley election. The Democratic City Committee receipts were $4950 and expenditures for Curley were $3,848.98.

GLOBE 12/5/29

DEBT OF $12,754.67 OWED BY MANSFIELD

Campaign Committee Has $420.38 to Pay It

Treasurer Says It Looks to Him Like "Campaign Deficit"

Outstanding bills, noted in the return filed yesterday with City Clerk Doyle by the F. W. Mansfield Political Committee, indicated that the committee went into debt by $12,754.67 in an unsuccessful effort to elect the ex-State Treasurer Mayor of Boston in the November municipal election.

Contributions of $56,085.15 were made to the committee, and of this $55,664.77 was expended, leaving a balance of $420.38 to pay off the liabilities of $12,754.67. When Robert Homans, treasurer of the committee, was asked last night how the committee intended to meet these bills, he replied that, of course, they ought to be paid, and he hoped they would be paid, but at present the committee had no means with which to meet them. He added that he did not know whether all the bills had been authorized by the F. W. Mansfield Political Committee, and it looked to him like a campaign deficit.

G. G. A. Has Not Filed

Yesterday was the last day for filing of political campaign returns by committees, and when the City Clerk's office at City Hall closed for the day at 5 p m, a tabulation showed that the committees in charge of the candidacies of the three major candidates expended a total of about $166,000. The Good Government Association had not filed a return up to last night, and when it is heard from, it is probable that the total sum expended on the three Mayoral candidates will rise in the vicinity of $200,000.

The return statements filed were by the committees in charge of the campaign of the victorious Mayor-elect James M. Curley, Hon Frederick W. Mansfield and Daniel H. Coakley, candidates for Mayor, the Democratic City Committee, the Women's Better Government League, the Public School Association, and the new public school buildings department.

Curley Had Balance

Mayor-elect Curley's committee emerged from the bitter contest with a balance of $5929.41, after expending $87,940.59 out of a total contributions of $93,870. Independent contributions for outdoor advertising, totalled $6508, according to the Curley committee return.

Candidate Coakley, the third Mayoral candidate, received through his committee $3450 in contributions, and he expended $3433.50. The Coakley committee spent more than $2000 for broadcasting and the rest went for printing, halls, etc.

The return of the Democratic City Committee, Matthew Cummings, treasurer, showed receipts of $4950 and expenditures of $3848.98.

The Women's Better Government League, Mrs Helen C. Galvin, treasurer, received contributions of $9750, and spent $9597.50. The city committee and the women's league both supported the Mayor-elect.

Garden Got $1,362.80

Among the larger expeditures by the Curley committee were, raido $3460, Boston Garden $1362.80, advertising $15,000, Symphony Hall $415 and Tremont Temple $483.50. The committee also paid $75 for taking down political signs that had been contributed.

The Curley committee statement was filed by Francis J. Brennan, treasurer. A number of persons contributed $1000 each to the Curley committee and many others gave sums ranging down to $5.

The Public School Association received $7329.48 and paid out $7260.50, and the committee which urged acceptance of the Legislative act that created the new Public School Buildings Department, with three commissioners, raised $1801.56 and paid out the same amount.

Some of Unpaid Bills

The larger liabilities of the Mansfield committee include $3575 for amplifiers at political meetings, $3098.66 for mail advertising, $590.76 for a suite at the Parker House, and $244.20 for detectives to guard the ballots in the City Hall vaults pending the recount.

The Mansfield committee return included a statement by treasurer Homans as follows:

"Whether these bills, or any of them, were incurred by authority of the F. W. Mansfield Political Committee, or whether that committee is in any way responsible therefor, or whether they are accurate, the undersigned does not undertake to state as he had no personal knowledge concerning them."

In addition to the amount spent by the Curley committee from funds contributed, $6508 was spent by individuals in placing advertising signboards.

Some of the outstanding bills contracted by and paid for by the Curley committee of which Francis J. Brennan was treasurer, were: Radio time, $3460; rent of Boston Garden, $1362.80; advertising, $15,000; postage and labor, $15,000; rent of Symphony Hall, $415: rent of Tremont Temple, $483.50; removing signs, $75, and printing, $15,000.

Contributions of $1000 to the Curley campaign fund were Harold Brownson, Otto H. Maier, Mark H. Lynch, Lewis Hurley, Edward J. Byrne, Bruce Wetmore, George Craffey, Arthur Dinn, M. McGinnis, M. H. Dyer, Harry Osborne, Joseph McCabe, Joseph White and A. Piotti.

Contributors of $500 included Richard Graham, Thomas F. Connor, Leo Nawn, Cornelius C. Connor, Morris Bronstein, J. A. Garrity, E. Kendall Bragg, David J. Johnson, Hugh Nawn and John Beck.

Contributors of $300 were David J. White, William J. Fallon, while contributors of $250 were Joseph F. Murphy, Sherman Whipple, Joseph A. Maynard. Contributions of $200 were made by E. L. Snyder and Humphrey O'Sullivan. Hugh Bancroft gave $100 and Thomas J. Gibiin gave $50.

Gael Coakley, son of Daniel H. Coakley, acting as his father's campaign treasurer, reported contributions totaling $3450, given by members of the family and friends, with expenditures amounting to $3433.50, leaving a balance of $16.50. Of the Coakley expenses, $2026.25 went for radio time, with the rest for hire of halls, printing and circulars.

As treasurer of the Women's Better Government League, Helen C. Galvin reported that it had come out of the campaign with a surplus, having received $9750, of which $9597.50 was spent on the pamphlet indorsing Curley.

The Democratic city committee received $4950 and spent $3848 in its city campaign, according to the report of that organization filed by Treasurer Matthew Cummings. It was the first time in many campaigns that the organization had a surplus.

The Public School Association, in its successful campaign to elect Mrs. Elizabeth W. Pigeon and William A. Reilly to the school committee, received $7329.48 and spent $7260.50. Its report was filed by Treasurer Philip Cabot.

Treasurer Courtenay Crocker, reporting for the committee indorsing the passage of the schoolhouse referendum, showed that his organization received $1801.56 and had spent that exact sum.

TRANSCRIPT 12/5/29

Total of $166,000 Spent for Mayor

Curley Committee Had Money Left, but Mansfield Men Are Shy

More than $166,000 was spent by the committees representing James M. Curley, Frederick W. Mansfield and Daniel H. Coakley in the mayoral contest, as revealed by the statements filed yesterday, the time limit under the corrupt practices act. The report of the Good Government Association was not filed at the time.

The committee representing Mr. Curley spent $94,448.59, that for Mr. Mansfield, $68,419.44, and that for Mr. Coakley, $3,433.50. Mr. Curley's committee had $5929.41 to the good, with all bills paid; Mansfield's reported a deficit of $12,754.67, while Mr. Coakley's ended the campaign with $16.50 in the treasury.

Who will pay the Mansfield bills is a question. The report was filed at City Hall by the treasurer, Robert Homans, and later Mr. Mansfield's brother declared that the defeated candidate knew nothing about the report. Mr. Homans admitted that the bills ought to be paid and held out hopes that they would be eventually. He had no personal knowledge of them, as indicated in his report.

AMERICAN 12/5/29

PREVENTORIUM KIDDIES ROMP WITH CURLEY

Mayor-Elect Inspects Prendergast Institution; Opens the Xmas Seal Sale

Mayor-elect James M. Curley met 100 child patients of the Prendergast Preventarium today after he had inspected the dining rooms, open-air schoolrooms and sleeping rooms at the Mattapan institution.

The children gathered on the lawn where the mayor-elect addressed them briefly, after which he romped with them in the snow. He showed particular interest in a five-year-old girl to whom he told of his friendship with her grandfather.

He then opened the sale of Christmas seals conducted by the Boston Tuberculosis Association for the prevention of disease.

The following members of the association welcomed the mayor-elect:

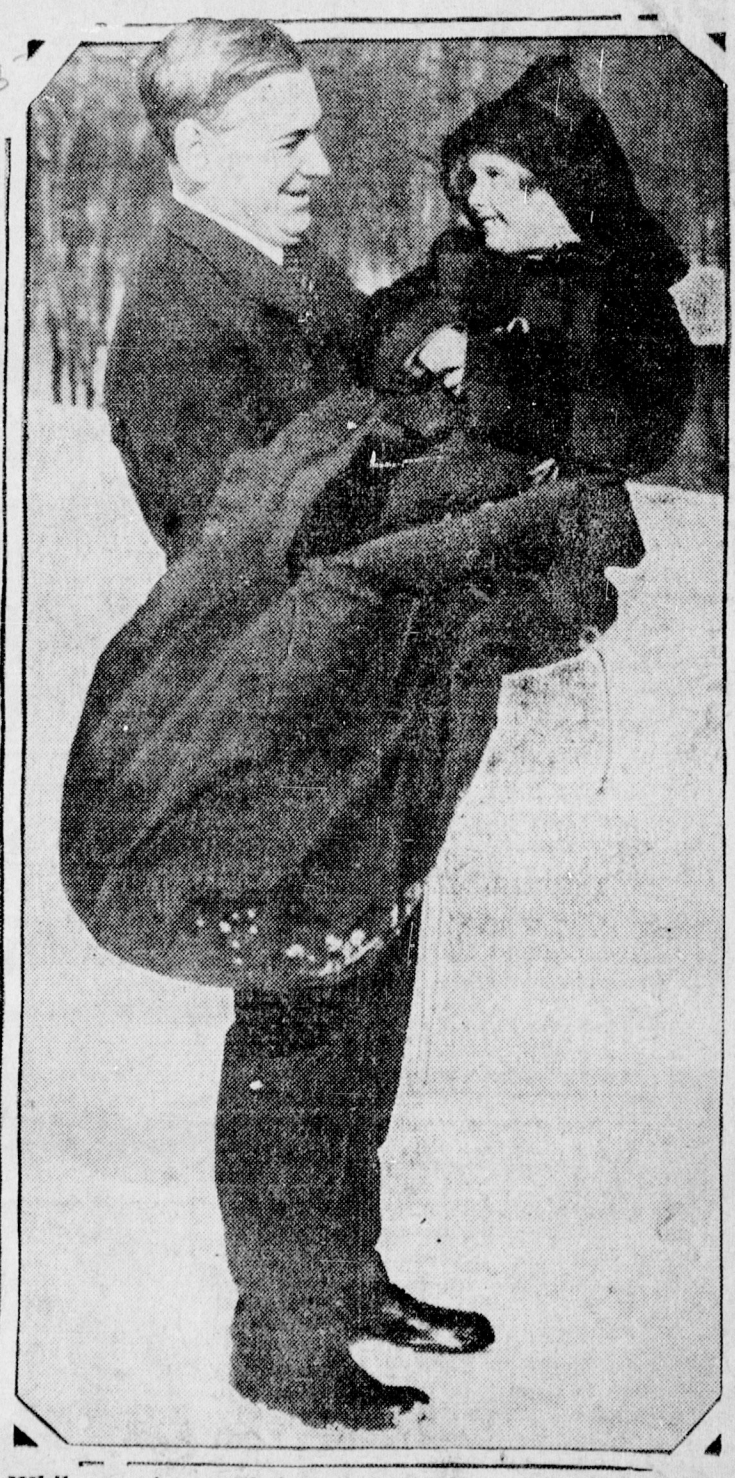
Drs. John D. Hawes, president; James Minot, Sumner Scmick, Theodore McCurdy, John Hall, Eli Bernstein, Mrs. Cabot, Mrs. Reginald H. White, Mrs. Garner H. Fiske, Mrs. John Henry, Mrs. A. K. McGuiness, Mrs. Frank S. Price, Mrs. Thomas F. Fuller, Miss Isabel Hymes, Miss Bernice Billings and John P. Sullivan.

TRANSCRIPT 12/7/29

Honor William A. Reilly at Banquet Dec. 11

A testimonial banquet is to be held in honor of William Arthur Reilly, school committeeman elect, on Wednesday evening, Dec. 11, at the Hotel Lenox. Invited speakers include Governor Allen, Gaspar G. Bacon, president of the Senate, Mayor Nichols, Mayor-elect Curley, former Mayor Peters, former Governor Fuller, Superintendent of Schools Jeremiah Burke, Chairman of the School Committee Francis Gray, Richard S. Lane, newly appointed member of the schoolhouse commission, Very Rev. James Dolan, president of Boston College, James J. Phelan and Professor R. E. Rogers of Massachusetts Institute of Technology.

Good Tale, Good Listener



While opening a Christmas seal sale at Prendergast Preventorium today, Mayor-elect Curley found time to romp in the snow with 100 of the child patients at the Mattapan institution. To Doris Uriot of West Roxbury he told remembrances of his grandmother. (Staff photo.)

TRANSCRIPT 12/5/29

Smiles That Speak More Than Words



(Photo by Warren Colby)

Mayor-Elect James M. Curley Visited the Prendergast Preventorium at Mattapan Today and Found That Little Doris Uriot of West Roxbury Could Match the Smile That "Jim" Has Made Famous

CITY AFFAIRS DEC. 1929.

NOT SO BAD!

On November 5th 216,000 voters of Boston cast their ballots for Mayor. Of this number 20,000 more voters preferred the qualifications of Mr. Curley to those of Mr. Mansfield. We sincerely hope that their judgment is sound, and that Mr. Curley will give to the city of Boston a good administration.

To Mr. Mansfield we wish to extend our congratulations for his splendid showing. With only six weeks to campaign against an opponent who had been in the field for four years, he nevertheless polled 25,000 more votes than any candidate ever endorsed by the Good Government Association, and 20,000 more votes than any candidate previously elected. This we believe to be a silent tribute to his personal worth, and a decided refutation of those who for political reasons have claimed that the influence of the Good Government Association has declined during recent years.

A humorous but rather shrewd statistician has called to our attention the fact that Mr. Mansfield proved to be a much more efficient vote-getter than Mr. Curley. He points out that Mr. Curley was in the field 208 weeks against 6 weeks for Mr. Mansfield, and that Mr. Curley netted only 563 votes a week against 16,104 for Mr. Mansfield!

"Gone Are the Days—"

Some statement, we feel, should be made at this time in regard to the part played by the Good Government Association in the recent campaign. During the heat of the struggle, according to certain Boston newspapers, our opponents branded us as a branch of the Ku Klux Klan, and called our members "social bounders," "social climbers," "political bosses," "bigots," etc. The mildness of these attacks by contrast with the colorful days when we were called "crooks" and "jailbirds," gives us hope for the further purifying of campaigns in the future. Following the theory that "denials can never keep up with misstatements," we pursued our usual practice of issuing during the campaign no public statements, other than our endorsements. We have felt that our reputation depends more on our ability to endorse candidates intelligently than to talk about them. No active part was taken in the campaign as an Association, because we have not wanted to become a political party. The candidates we endorse have always conducted their own campaigns.

A table, printed elsewhere in this issue, has been compiled to compare the vote cast for candidates endorsed by the Good Government Association in the last three elections—1929, 1925 and 1921. Even a casual comparison of the figures indicates the surprisingly good showing of Mr. Mansfield against tremendous odds. His vote exceeded by 32,134 that of Mayor Nichols, who was elected. Mr. Mansfield furthermore polled 24,935 more votes than John R. Murphy, who came within 2,470 votes of defeating Mayor Curley.

A study of the four consistently Republican wards—wards 4, 5, 20, and 21—also reveals some interesting facts. In a field of three Democrats, (and a Democrat himself) Mr. Mansfield carried these four wards with a majority over Curley and Coakley of 8,892 votes. Mayor Nichols, a Republican against a Democratic field, carried these same wards by 9,392. Mayor Nichols' majority in these four wards was only 600 votes greater than Mr. Mansfield's.

The Public School Association has received much praise for obtaining the election of the two candidates it supported for the School Committee. Without wishing to deprive the Public School Association of the credit which is certainly due it, it is worthy of comment that its two successful candidates polled respectively 25,553 and 50,822 less votes than Mr. Mansfield.

The proportion of voters who stayed away from the polls was just as large as in 1925. Sixty-three thousand voters, or 22.6% did not take the trouble to cast their ballots. In the mayoralty election in 1925, 21.85% failed to vote. The size of neither of these votes compares favorably with that of the presidential election last year, when only 6.4% of the registered voters in Boston failed to cast their ballots.

Two factors indicate that the stay-at-home vote was probably pro-Mansfield: 1. Mr. Curley had months in which to perfect his election-day organization, and had ample funds to carry out his plans to get every Curley voter to the polls. 2. The carefully developed propaganda that Curley was a sure winner undoubtedly discouraged many Mansfield supporters. The stay-at-homes might not have changed the result of the election, but we are sorry that such a large proportion of them did not avail themselves of their privilege. At all events 100,000 voters were actively opposed to Mr. Curley, and 60,000 were not interested enough to vote for him. It remains to be seen whether during the next four years Mr. Curley can show this 160,000 that they were mistaken.

RECORD 12/6/29



Romping! Ring-Around-A-Rosie was indulged in yesterday by Mayor-elect James M. Curley, center, and little patients at Prendergast Preventorium, Mattapan. His honor-to-be inspected the institution and opened the sale of Christmas seals conducted by the Boston Tuberculosis Association.

(Daily Record Photo)

POST 12/7/29

THOSE $1000 CONTRIBUTIONS

One of the queer things about these campaign fund reports is the number of amazingly generous gentlemen, close friends of the candidate, who are listed as contributing $1000 each toward the expenses of the campaign. Not being previously known as persons who can afford to toss $1000 bills around lightly, there is some mystery hovering over their alleged fat contributions.

There may be no way of inquiring into the truth of campaign reports, but some interesting revelations would result if a real investigation of them were ever possible.

POST 12/7/29

MAYORS AND "ELECTS" AT SUFFOLK DANCE

Mayor Nichols, Mayor-elect Curley and Mayor-elect John F. Manning of Lynn were guests of honor last night at the first annual reunion and dance of the Suffolk Law Alumni Association in the Elks Hotel, last night. More than 600 attended.

Thomas J. Finnegan was chairman of the committee, with P. Emmett Gavin, floor marshal; John F. Dever, assistant floor manager, and John F. Hardy, chief of aids.

Alumni of Suffolk Law School from every county in the State and from more distant points were represented in the gathering. Mayor-elect Manning of Lynn is a member of the association and Mayor-elect John J. Murphy of Somerville, who was unable to be present, also is an alumnus of Suffolk

TRANSCRIPT 12/6/29

Governor Ritchie Is Refused Use of Tremont Temple

Superintendent Says Clientele Would Disapprove "Baby Volstead Act" Repeal Meeting

Tremont Temple, it was learned today, was refused as the hall in which Governor Ritchie of Maryland was to speak on his visit here next Tuesday when the executive from the State, without a State prohibition enforcement act, will give his address on the liquor question in Symphony Hall. In addition, the trustees of the Boston Elevated have withheld permission to advertise this meeting under the auspices of the Liberal Civic League on posters on the front of cars, and although Governor Allen and Mayor Nichols have arranged to meet Governor Ritchie when he calls on them Tuesday morning, both, pleading previous engagements, have declined luncheon and evening invitations.

F. F. Plympton, superintendent of the building, has taken the stand "that the clientele of Tremont Temple would wholly disapprove of my permitting the use of the hall." His letter, addressed to William H. Mitchell, chairman of the Liberal Civic League, reads:

"Upon further consideration of your application to use Tremont Temple for a public meeting in the interests of repealing the so-called 'Baby Volstead act,' I am qite convinced that the clientele of Tremont Temple would wholly disapprove of my permitting the use of our hall for such a purpose.

"In my opinion a proper procedure to change the Constitution is all right, but to make it much easier for the bootlegger and the criminal element to violate the law of the land by removing any machinery for enforcement of the law is quite another matter."

Manager Edward Dana of the Elevated said that it is frequently the custom of the system to allow placing on the cars of cards announcing meetings which may attract a number of riders for the El. The matter was referred to the trustees and they, feeling that the meeting "is to be on a controversial subject," declined to authorize them.

In spite of the obstacles which the Liberal Civic League has encountered it has planned an elaborate program for the entertainment of the Democratic governor who aspires to be President of the United States.

He will arrive in Boston at 7.15 Tuesday morning and be met by a motorcycle escort and a large limousine which has been donated for his use during the day. He will be escorted to the Hotel Statler, where he will give a newspaper interview and call on the governor and mayor during the morning. At luncheon he will meet fifty or more prominent men and women, including Mayor-elect Curley.

In the afternoon he will attend a tea at Mrs. William Lowell Putnam's. He will dine with Charles S. Rackemann.

According to Conrad Crooker, general counsel for the Liberal Civic League, Tremont Temple was originally engaged by him over the telephone and the engagement subsequently was confirmed. On Nov. 4 the engagement was cancelled in a letter to the league from Superintendent Plympton. In so far as the Tremont Temple was concerned, according to Mr. Crooker, the matter ended there and he and the league have no feeling in the matter. "We simply applied to Symphony Hall," says Mr. Crooker, "and they very courteously complied with our request. In fact we had offers from several halls, and the Boston Garden management expressed much regret that the Garden was engaged for Tuesday night."

With regard to the refusal of the management of the Elevated to permit posters on the cars, announcing the meeting, Mr. Crooker said:

"Apparently the trustees of the Elevated have gone extremely dry. It is unfortunate that officials of a public utility should inject themselves into the matter on one side of the question. It would be interesting to know how they justify a differentiation between our meeting and a boxing match."

Soon after it became known that Governor Ritchie was coming to Boston, fifty members of Troop A, 110th Massachusetts Cavalry, National Guard, volunteered to serve as escort to the visiting executive. It is understood that an attempt was made to block this escort service, but that counter advice on military matters prevailed.

RECORD 12/7/29

CURLEY WIN 'NOT SO BAD,' SAY GOO-GOOS

The Good Government Association which indorsed Frederick W. Mansfield for mayor, gives itself some consolation in the December issue of its publication, "City Affairs," for the defeat of its candidate and the election of former Mayor James M. Curley.

"Not So Bad" is the caption over an article reviewing the election. It reads in part:

"We sincerely hope . . . that Mr. Curley will give the city of Boston a good administration.

"To Mr. Mansfield we wish to extend our congratulations for his splendid showing . With only six weeks to campaign against an opponent who had been in the field for four years, he nevertheless polled 25,000 more votes than any candidate ever endorsed by the Good Government Association, and 20,000 more votes than any candidate previously elected.

"This we believe to be a silent tribute to his personal worth and a decided refutation of those who for political reasons have claimed that the influence of the Good Governmnet Association has declined during recent years."

POST 12/8/29



(NORMAN)

Globe 12/6/29

NEW BUSINESS LIBRARY IN BOSTON DESCRIBED

William Alcott of Globe, in Radio Talk, Says It Will Include Best Features of Others of Its Type

"Business and Business Libraries" was the topic on which William Alcott, librarian of the Boston Globe and national president of the Special Libraries Association, spoke from the Boston Globe studio of WEEI, and he said:

"A little story, which illustrates the vast changes which have taken place in the use of libraries, is told about a famous librarian of the Harvard College library of nearly a century ago. At that time the purpose of a library was to keep and store books, rather than to loan them and have them used.

"One day, so the story goes, the venerable librarian almost boastfully



MRS MARY WATKINS DIETRICHSON
Librarian of New Kirstein Business' Library

remarked, 'every book belonging to this library is in its place, except one, but I know where that book is, and I am going right over to Prof Norton's house and get it.'

"That was before the system of open shelves in public libraries had been devised and when the attitude of the librarian was wholly different from what it is today. Libraries have long since learned that its books are for use, and that the more the books are used the greater benefit the library gives, and the adoption of open shelves, freely accessible to those who wish to use the books, was a long stride forward in library service.

Business Man Neglected

"Another remarkable development in recent years is the service which libraries are rendering to the business man and business interests. Not that this service had never before been given, but it was formerly only incidental. The chief functions of the public library, among many functions, have been three:

"First, to supply recreational reading, which has been largely of fiction, a service enjoyed by all classes, old and young, rich and poor.

"Second, to develop reading habits in children, and every library employed a children's librarian just as soon as it could afford to do it.

"Third, to help the person, who in his youth was deprived of educational advantages, to pursue his education, a movement which has come to be known in library circles as 'adult education.'

"But in all this effort little attention was paid to the business man who wanted help in his business, or the individual who desired information not contained in books of fiction.

New Library in Boston

"The importance in which business as such is held today is shown by the great business schools which have been established in recent years. The most conspicuous of these is the Harvard Graduate School of Business Administration, a cause to which George F. Baker has given $6,000,000. Schools and colleges of business administration and schools of finance have a similar purpose.

"The latest addition in Boston to this field of service will be the Edward Kirstein Memorial Library, whose building is now approaching completion. It is located on City Hall av, in the rear of Boston's City Hall, and comes as a gift to the city from Louis E. Kirstein, one of Boston's outstanding business men, and a trustee of the Boston Public Library. The memorial is named for his father.

"This Edward Kirstein Memorial Library building is the second building in America to be erected for a business library, the first being in Newark, N J. But the Edward Kirstein Memorial Library is the first business library building to be erected in the United States as a gift of a business man. There are nearly 70 cities in the United States which are giving business library service, but not more than a dozen give this service through a separate business branch.

Dana Tried New Scheme

"Just 25 years ago the librarian of the Public Library at Newark put into effect a wholly new idea in library work. That librarian was John Cotton Dana, a native of Vermont, a graduate of Dartmouth, who served for some years as librarian of the City Library in Springfield, Mass, and who went from Springfield to Newark. That was in 1902. In 1904 he opened a branch library of a kind different from any other public library branch in this country. He called it the business branch library. That library contained no fiction.

"But instead, he put upon open shelves, available to anybody and everybody, several copies of the Newark City Directory, and the New York City Directory, and the directories of such other large cities as he could procure. He added trade directories of all parts of the world, and professional directories such as law and medicine. He added maps of cities, States and Nations, municipal registers of every large city, and State manuals of every State in the Union. His aim was to collect in that branch library every sort of information that business men or individuals needed in their daily work. In a little while that Newark branch library was receiving visitors from all parts of this country seeking information which they could find nowhere else.

"At first the library was in rented quarters on the busiest street in the city. A few years ago, without opposition, the City Council of Newark appropriated nearly a quarter of a million dollars for a separate building for this branch library.

Describes Scene in Newark

"I had the privilege of visiting that library a few days ago. Three young women, assistants in the library, were giving information by telephone. A half dozen men were reading the bulletins and financial service publications relating to stocks and investments.

"On the shelves were the latest directories of every city in the United States of 200,000 population, while directories of cities in the 100,000 class, if not the latest, were not more than two years old. There were half a dozen Newark directories, and there was no waiting on the part of anybody to use their city directory.

"The State manuals of every State in the Union could be consulted there by anyone by simply going to the shelf to get the book. There were maps of hundreds of cities, there were books of cable codes, there were 600 business magazines, and many useful reference books. Then there were directories of cities like London, Paris, Berlin, and Rome. Just ask yourself where you would go today if you needed to consult such directories. That will give you an indication of what Boston's new business branch will mean for your convenience.

"John Cotton Dana, who started that first business branch library, was a believer in the great value of that sort of information and he started the business branch library in the face of severe criticism from many of the old-type librarians. But he became in a few years the most valuable librarian in this country, if not in the world, if value is to be measured by salary received, for he was given the largest salary ever paid at that time to a librarian.

Curley Urged Library

"It was John Cotton Dana also who 20 years ago organized the association which honored me last May by electing me as president, the Special Libraries Association.

"Special libraries were not new at that time, but their librarians had not been brought together into an association of their own, and they had little in common with one another. Special libraries, like newspaper libraries, horticultural libraries, insurance and banking libraries, had been organized for many years, but there were other libraries of a business type which ere new.

"Today, about 1000 special libraries in the United States and Canada, from the Atlantic to the Pacific, are associated for cooperation in such ways as are permissive.

"Just 15 years ago, while James M. Curley was Mayor of Boston, he undertook to provide a business library for Boston. The Aldermanic chamber in City Hall was available for that purpose and he commissioned one of the trustees of the Boston Public Library to visit other cities for the purpose of studying the business library situation. The trustee selected for this work was William F. Kenney, day editor of the Boston Globe. Mr Kenney visited Newark and New York.

"He found that 200,000 people used

Contd GLOBE 12/6/29

the business branch in Newark, that 20,000 people used the city, State and telephone directories; that 15,000 used the maps and atlases; that 10,000 consulted the reference books, and that 1000 persons used the typewriter provided for the public.

"Mr Kenney reported in favor of establishing a business branch library in Boston, but that was in October, 1914, when Europe was ablaze with war, and it blocked all plans for the time being. At that time, as Lincoln said of another war, 'neither party expected for the war the magnitude or the duration which it attained.' So not until Mr Kirstein came forward with his generous offer to provide a building to contain a business branch library was it possible for Boston to proceed with its long cherished plan for a business library.

Librarian Already Chosen

"The Edward Kirstein Memorial Library will include the best features of all the other business branch libraries in this country, and will have other additional distinctive advantages. For some years the Boston Public Library, under the direction of Charles F D. Belden, has had a working arrangement with the great Harvard Business Library by which the books of that collection are made available to the Boston Public Library. By another arrangement, the books of the Harvard University Library, the third largest collection in America, are made available. Mr Belden also hopes to make an arrangement with the many special libraries in Boston for cooperation in supplying information through this business library.

"The person who will have charge of the Edward Kirstein Memorial Library has been selected. The librarian will be Mrs Mary Watkins Dietrichson, who was for 12 years in charge of the Minneapolis business branch library, one of the outstanding business libraries of the great Middle West. Added to that experience has been a year of service at the Harvard business library, and another year in the statistical department of the Boston Public Library, which she has reorganized, and Boston is to be felicitated upon having a person of such exceptional training for the new Edward Kirstein Memorial Library.

"This library will have still one other distinctive feature. On one of the floors of the new building will be a new downtown branch of the Boston Public Library, giving to the people of Boston in the business center of the city all the excellent service which the branch libraries of Boston are noted for giving.

"In speaking of the Edward Kirstein Memorial Library, Mr Belden, director of the Boston Public Library, said. "The Edward Kirstein Memorial Building is to be perhaps the outstanding center in America for obtaining information helpful to business in its widest sense. It will have a live collection of books and material. It will have the pick of books on many subjects. Through the Boston Public Library we have an arrangement with the Harvard Business Library, which will give the people of Boston unusual facilities. We are also planning for an advisory board of special librarians on the selection of the books, and we are looking for cooperation of the special libraries of this vicinity.

"The new building is expected to be ready in the Spring of 1930, the year of Boston's tercentenary, and its dedication will not be the least among the many notable events which are planned for the coming year."

TRANSCRIPT 12/7/29

Ritchie Sorry To Embarrass Politicians

Glad to Meet Governor and Mayor if They Also Wish It

[Special Dispatch to The Herald]

BALTIMORE, Dec. 6—Gov. Albert C. Ritchie of Maryland, who will describe the experience of Maryland under prohibition and without a state enforcement or Volstead act in Symphony hall, Boston, next Tuesday, expressed regret, tonight, that his visit to that city has been the cause of embarassment among public officials.

Information that Gov. Allen and Mayor Nichols had declined, because of previous engagements, invitations to a luncheon at which he will be the principal guest, Gov. Ritchie said to a Herald correspondent:

"I am sorry if the speech which I have been asked to make in Boston Tuesday night is causing embarrassment to anybody there. Most assuredly, I have no wish to do that."

"I was invited to go by William E. Brigham, editor of the Boston Evening Transcript and by C. W. Crooker, counsel for the Liberty Civic League, which together with the Constitutional Liberty League is arranging for the meeting. These gentlemen told me that the people of Massachusetts are now considering whether or not to repeal their state Volstead act and they wanted me to tell the reasons why Maryland had never passed such an act and what has been our experience without one.

"I told them that I felt the question of repealing the Massachusetts law was entirely one for the people of Massachusetts to decide in accordance with their local problems and conditions and that I would not be willing to go to Boston for the purpose of giving any advice or of expressing my opinion as to whether the Massachusetts law should be repealed or should not be repealed.

"I said, however, that if all they wanted me to do was explain the situation in Maryland without a state Volstead law and give the reasons why we have never adopted one, then I would be glad to do that for whatever it might be worth to the people of Massachusetts.

"Mr. Crooker asked me some days ago whether, while in Boston, I would like to call on the Governor of Massachusetts and the mayor of Boston and thinking that this would be a courteous thing to do, I said that I would be extremely glad to do it."

LEAGUE GRATIFIED

Notes Refusal of Temple for Meeting Of Gov. Ritchie

Admission that the use of Tremont Temple for the meeting, at which Gov Ritchie will speak under the auspices of the Liberal Civic League, had been refused by Supt. F. F. Plympton, and that officials of the Boston Elevated had declined to allow posters upon the front of their cars announcing the meeting, has gratified rather than disappointed the officials of the league.

"If there ever has been the slightest doubt that a capacity audience would hear Gov. Ritchie," said William H. Mitchell of Melrose, chairman of the Liberal Civic League, last night, "that doubt, if it ever existed, has been entirely removed. Of course we appreciate the value of this unlooked for advertising which the meeting has received. We have no comment to make upon the decision of the superintendent of Tremont Temple."

Chairman Mitchell said that on the last tabulation yesterday, 30 of the 80 recipients of invitations to the luncheon at the Hotel Statler Tuesday noon, have made known that they will not attend. Both Gov. Allen and Mayor Nichols cited previous engagements.

The impression that Gov. Ritchie has drawn from newspaper articles that Gov. Allen and Mayor Nichols have declined to arrange to meet him is not based upon fact. Both have expressed pleasure to arrange their engagements so that they can meet the Governor Tuesday morning, but both have declined to attend the luncheon or the evening meeting in Symphony hall.

Superintendent Plympton of Tremont Temple made the decision to refuse to rent the hall for the meeting without consulting with the temple committee of the board of deacons, according to Chairman Edgar H. Rhodes.

Mr. Plympton explained that he acted because of the belief that "the clientele of Tremont Temple would wholly disapprove of my permitting the use of our hall for such a purpose." He emphasized his strong objection to the repeal of the Baby Volstead Act.

Trustees of the Elevated considered that the meeting "is to be on a controversial subject" and declined to allow posters on the cars.

HERALD 12/7/29

G. G. A. PROUD OF VOTE POLLED BY MANSFIELD

Congratulates Standard-Bearer in City Election

In spite of Mayor-elect Curley's admonition that they should close up shop, the Good Government Association yesterday issued the December issue of its monthly publication, City Affairs, and under the caption, "Not So Bad," congratulated Frederick W. Mansfield for polling 25,000 more votes than any other mayoralty candidate who has carried the G. G. A. banner in a city campaign.

The Mansfield vote was taken by the Good Government Association as "a silent tribute to his personal worth and a decided refutation to those who for political reasons have claimed that the influence of the Good Government Association has declined during recent years."

HERALD 12/6/29

$94,448 SPENT BY CURLEY CAMP

Mansfield Campaign Cost $68,419 with Deficit of $12,754 Reported

TOTAL OF $166,000 EXPENDED FOR TRIO

By CHARLES A. COYLE

Expense returns, filed with City Clerk Wilfred J. Doyle under the corrupt practices act, late yesterday afternoon indicated that the total sum spent in the recent mayoralty campaign would almost reach $200,000, with the Good Government Association yet to be heard from.

More than $166,000 was spent by the committees representing the three mayoral candidates. Mayor-elect Curley's committee expended $94,448.59, Mansfield's $68,419.44 and Coakley's $3433.50.

The Mansfield committee reported a deficit of $12,754.67, while Curley and Coakley, after paying all the bills, found balances of $5929.41 and $16.50, respectively.

The Mansfield deficit provided the main topic of conversation last night. Just who will pay the unpaid bills and where the money will come from remained a mystery, especially after Mr. Mansfield's brother stated that the defeated candidate knew nothing about the report filed by the campaign committee, nor the $12,754.67 deficit.

Robert Homans, State street attorney and treasurer of the Mansfield campaign committee, admitted last night that the bills "ought to be paid" and held out hopes that they would eventually be paid.

"I have no means at present to pay them," he said. "Whether these bills, or any of them, were incurred by authority of the F. W. Mansfield political committee or whether that committee is in any way responsible therefor, I do not know, for I have no personal knowledge concerning them. It looks very much like a deficit many campaign committees have."

Outstanding among the bills remaining unpaid by the Mansfield committee are $244.20 to the Pinkerton detectives who guarded the ballots between the time of election and the recount; $590.76 for rent of the Mansfield suite in the Parker House; $200 for advertising matches; $468.25 for handbag mirrors given to women at the rallies; $3575 for amplifiers used at rallies, and $3098.66 for mailing service.

400 CONTRIBUTORS

Returns made by Treasurer Homans showed that there were 400 Mansfield contributors who donated sums ranging from $1 to $1000 to his campaign. Those who contributed $1000 were Augustus Hemenway, Edwin S. Webster, Jr., Atty. Edmund R. Mansfield, Atty. Francis J. Murray, Atty. Thomas D. Lavelle, Daniel W. Flynn, George C. Wiswell, Charles Jackson, Paul E. Egan, Robert Homans, Courtenay Guild and Abagail Homans.

The sum of $900 was contributed to the Mansfield fund by James J. Storrow, Jr., while Henry L. Shattuck and Grace S. Mansfield each contributed $850. Mable E. Mansfield gave $650. Contributions of $500 were made by George R. Nutter, John R. Macomber, E. W. Atkinson, Frances A. Jackson, George Wigglesworth, F. L. Higginson, Ernest B. Dane, John S. Ames, George C. Lee, Mrs. James J. Storrow, Mary B. Holmes, Edward J. Holmes and Mary A. Frothingham. Senator Henry Parkman gave $480.

Those contributing $250 included Joseph Lee, N. P. Hallowell, W. C. Loring, Eliot Wadsworth, Nancy Wadsworth, M. B. Fabian, M. W. Greenough, J. S. Delaney and E. H. Kittridge.

The total receipts of the Mansfield committee amounted to $56,085.15 and the expenditures $68,419.44. The committee has in hand the sum of $420.38 with which to meet the unpaid bills amounting to $12,754.67.

$87,940 SPENT FOR CURLEY

The Curley campaign committee received the sum of $93,870 in contributions and expended $87,940.59, leaving a balance of $5929.41. Added to the sum expended, the sum of $6508 was expended by individuals in placing advertising signboards as individuals which the campaign committee had nothing to do with.

Some of the outstanding bills contracted by and paid for by the Curley committee of which Francis J. Brennan was treasurer, were: Radio time, $3460; rent of Boston Garden, $1362.80; advertising, $15,000; postage and labor, $15,000; rent of Symphony hall, $415; rent of Tremont Temple, $483.50; removing signs, $75, and printing, $15,000.

Contributions of $1000 to the Curley campaign fund were Harold Brownson, Otto H. Maier, Mark H. Lynch, Lewis Hurley, Edward J. Byrne, Bruce Wetmore, George Craffey, Arthur Dinn, M. McGinnis, M. H. Dyer, Harry Osborne, Joseph McCabe, Joseph White and A. Piotti.

Contributors of $500 included Richard Graham, Thomas F. Connor, Leo Nawn, Cornelius C. Connor, Morris Bronstein, J. A. Garrity, E. Kendall Bragg, David J. Johnson, Hugh Nawn and John Beck.

Contributors of $300 were David J. White, William J. Fallon, while contributors of $250 were Joseph F. Murphy, Sherman Whipple, Joseph A. Maynard. Contributions of $200 were made by E. L. Snyder and Humphrey O'Sullivan. Hugh Bancroft gave $100 and Thomas J. Giblin gave $50.

Gael Coakley, son of the third entry into the mayoral fight, Daniel H. Coakley, acting as his father's campaign treasurer, reported contributions totalling $3450, given by members of the family and friends, with expenditures amounting to $3433.50, leaving a balance of $16.50. Of the Coakley expenses, $2026.25 went for radio time, with the rest for hire of halls, printing and circulars.

As treasurer of the Women's Better Government League, Helen C. Galvin reported that it had come out of the campaign with a surplus, having received $9750, of which $9597.50 was spent on the pamphlet indorsing Curley.

The Democratic city committee received $4950 and spent $3848 in its city campaign, according to the report of that organization filed by Treasurer Matthew Cummings. It was the first time in many campaigns that the organization had a surplus.

The Public School Association, in its successful campaign to elect Mrs. Elizabeth W. Pigeon and William A. Riley to the school committee, received $7329.48 and spent $7260.50. Its report was filed by Treasurer Philip Cabot.

Treasurer Courtenay Crocker, reporting for the committee indorsing the passage of the schoolhouse referendum, showed that his organization received $1801.56 and had spent that exact sum.

AMERICAN 12/7/29

Curley Election Good G. O. P. Strategy

Editor Boston American:

Now that the turmoil of the Boston mayoralty election has subsided political writers and others politically minded are checking up the assets, liabilities and casualties resulting from the campaign and election. While the victor and his supporters are rejoicing over the election, far-seeing Republicans with thoughts of 1930 are also happy because they see in the result a feeble, not a formidable Democratic State leadership under Curley.

Drooping Republican spirits will soon show signs of revival when they consider the extraordinary fact that a candidate backed by the full support of the Democratic State and city organizations with a slogan of 'all together for 1930' aided by 60 per cent of the local Republican committee received only 20,000 plurality in a city which last November gave Gen. Cole a plurality of more than 90,000 and Senator Walsh 114,000.

Twelve thousand Republican voters saved the day for Curley. It will take more than four times that number of Republicans to save the day for the Democratic State ticket under the leadership of Curley next November. That leadership must continue for the Democrats who abdicated and surrendered to Curley know full well that even a successful attempt to depose him would make a bad matter much worse.

Therefore it seems that the mayor-elect is a Republican asset, a Democratic liability and casualty. Here we see the strategy of the Republicans who saved the day for Curley. Were they not working for Republican success in the State election next November? I wonder!

FRANK STEVENS.

POST 12/6/29

ALMOST $200,000 TO ELECT MAYOR

Curley, Mansfield and Coakley Committees Spent $166,000; Mansfield Report Shows $12,754 Deficit

BY WILTON VAUGH

Expenses of the recent mayoralty campaign reached almost $200,000, it was indicated late yesterday, when the time limit expired at City Hall for the filing of returns under the provisions of the corrupt practices act.

G. G. A. TO COME

With the Good Government Association yet to be heard from, the committees for the three mayoralty candidates reported expenses amounting to more than $166,000, of which $94,448.59 represented the bills rolled up for Mayor-elect Curley, $68,419.44 for Frederick W. Mansfield and $3433.50 for Daniel H. Coakley.

Both Curley and Coakley came out on top with a surplus, while the Mansfield committee reported a deficit of $12,754.67. After paying all bills, Curley's committee had $5929.41 left over and Coakley's committee stood $16.50 to the good.

Just who is going to pay the unpaid Mansfield bills was still a mystery late last night. At the office of Mr. Mansfield, his brother stated that the recent candidate knew nothing about the report filed by the campaign committee nor the $12,000 deficit.

The treasurer of the Mansfield committee, Robert Homans, State street attorney, stated last night that the bills "ought to be paid" and expressed the hope that they would be. "I have not any means at the present time to pay them," said Treasurer Homans. "I do not know whether they were authorized by the committee, but it looks very much like a deficit that many campaign committees have."

Many Bills Unpaid

Among the bills due by the Mansfield committee are $244.20 for the Pinkerton detectives who guarded the ballots between the time of the election and the recount; $590.76 for rent of the Mansfield rooms at the Parker House; $200 for advertising matches; $468.25 for mirrors handed out to women at the rallies; $3775 for amplifiers used at the rallies; $3098.66 for mailing service and the rest for political advertising in weekly papers.

There were 400 contributors to the Mansfield campaign fund, giving from $1 to $1000. Contributors of $1000 included Augustus Hemenway, Edwin S. Webster, Jr., Attorney Edmund R. Mansfield, his brother; Attorney Francis J. Murray, his attorney in the campaign; former Assistant District Attorney Thomas D. Lavelle, Daniel W. Flynn, George C. Wiswell, Charles Jackson, Paul E. Egan, Robert Homans, Courtenay Guild and Abigail Homans.

James J. Storrow, Jr., contributed $900 to the Mansfield fund, while Henry L. Shattuck and Grace S. Mansfield each contributed $850. Mabel E. Mansfield gave $650. Contributions of $500 were made by George R. Nutter, John R. Macomber, E. W. Atkinson, Frances A. Jackson, George Wigglesworth, F. L. Higginson, Ernest B. Dane, John S. Ames, George C. Lee, Mrs. James J. Storrow, Mary B. Holmes, Edward J. Holmes and Mary A. Frothingham. City Councillor Henry Parkman gave $480.

Those who gave $250 to the Mansfield fund were Joseph Lee, N. P. Hallowell, W. C. Loring, Eliot Wadsworth, Nancy Wadsworth, M. B. Fablan, M. W. Greenough, J. S. Delaney and E. H. Kittredge.

Curley Receipts $93,870

The total receipts of the Mansfield committee reached $56,085.15 and the expenditures, $68,419.44. The bills due amount to $12,754.67 and the committee now has only $420.38 with which to pay them.

Reporting for the Curley committee, Treasurer Frank J. Brennan stated that he had received $93,870, not including $6508 which was spent directly by contributors independent of the committee.

Contributors of $1000 to the Curley campaign fund were: Harold Brownson, Otto H. Maier, Mark H. Lynch, Lewis Hurley, Edward J. Byrne, Bruce Wetmore, George Craffey, Arthur Dinn, M. McGinnis, M. H. Dyer, Harry Osborne, Joseph McCabe, Joseph White, A. Piotti.

Contributors of $500 included: Richard Graham, Thomas F. Connor, Leo Nawn, Cornelius C. Connor, Morris Bronstein, J. A. Garrity, E. Kendall Bragg, David J. Johnson, Hugh Nawn, and John Beck.

Contributors of $300 were David J. White, William J. Fallon; while contributors of $250 were Joseph F. Murphy, Sherman Whipple, Joseph A. Maynard. Contributions of $200 were made by E. L. Snyder and Humphrey O'Sullivan. Hugh Bancroft gave $100 and Thomas J. Giblin gave $50.

Expenses $87,940.59

The expenses of Curley's committee, amounting to $87,940.59, went largely to advertising, printing and postage, each of which cost $15,000 for a total of $45,000. His time on the radio cost $3460, the hiring of the Boston Garden for the big concert and reception on the Sunday before election was $1362.80; the rental of Symphony Hall, $415, and the rental of Tremont temple, $483.50.

The big outdoor advertising signs "Boston Needs Curley," which were put up by the Mayor-elect's friends at a cost to them of $6508, had to be taken down after election by the committee, with a labor charge of $75.

Gael Coakley, serving as treasurer of his father's campaign committee, reported that the fund contributions totalled $3450, given by five members of the family and intimate friends, and that the expenditures amounted to $3433.50, leaving a surplus of $16.50.

Of the Coakley expenses, $2026.25 went to the radio, while the rest was spent on hiring halls and printing and mailing campaign circulars.

P. S. A. Has Balance

As treasurer of the Women's Better Government League, Helen C. Galvin reported that it had come out of the campaign with a small surplus, having received $9750, of which $9597.50 was spent to get out the pamphlet endorsing Curley.

Treasurer Matthew Cummings reported that the Democratic city committee received $4950 and spent $3848 in the campaign to support the Mayor-elect, revealing a surplus for the first time in many campaigns, and creating an example for national and State committees to follow.

In its successful campaign to elect two members to the school committee, the Public School Association received $7329.48 and spent $7260.50, showing a balance in the treasury amounting to $68.98, according to the return filed yesterday by Treasurer Philip Cabot. The contributors to the P. S. A. fund included John P. Moors, $1000; Joseph Lee, $1000; Mrs. J. J. Storrow, $250, and Mrs. John P. Moors, $200.

City Treasurer Courtenay Crocker reported that the committee for the passage of the schoolhouse referendum had received $1801.56 and had spent the same, balancing the ledger perfectly.

TRANSCRIPT 12/7/29

Finds Mansfield's Vote "Not So Bad"

The Good Government Association which supported Frederick W. Mansfield for mayor is not at all discouraged over the result of the election. In the December number of its "City Affairs" it congratulates Mr. Mansfield for polling 25,000 votes more than any other mayoral candidate who has carried the association's banner. Under the title "Not so bad," Secretary Laurence O. Pratt spoke of the 216,000 votes cast for mayor, saying:

"Of this number 20,000 more voters preferred the qualifications of Mr. Curley to those of Mr. Mansfield. We sincerely hope that their judgment is sound, and that Mr. Curley will give to the city a good administration."

To help prove that the association has advanced in public esteem the publication stated that now the worst that is said of the G. G. A is that they are "a branch of the Ku Klux Klan, social bounders, social climbers, political bosses and bigots," while formerly they were referred to as "crooks and jailbirds.

"The mildness of these attacks gives us hope for the further purifying of campaigns in the future," states the G. G. A.

GLOBE 12/7/29

ATTACKS ON G. G. A. GETTING MILDER

No Longer Called Crooks, Bosses and Jail Birds

Organization Hopes Good Judgment Shown in Choosing Curley

Congratulations to Frederick W. Mansfield, defeated Mayoralty candidate, a hope that those who helped elect Curley used good judgment, and that the Mayor-elect will give the city a good administration, are expressed by the December monthly issue of "City Affairs," the Good Government Association's organ.

Mr Mansfield's showing at the polls is cited as proof that the G. G. A. is not slipping in influence. The association's part in the recent campaign is explained, and it is pointed out that the days when the members were called "crooks" and "jailbirds" are gone.

"City Affairs" says of the Mayoral election:

"On Nov 5 216,000 voters of Boston cast their ballots for Mayor. Of this number 20,000 more voters preferred the qualifications of Mr Curley to those of Mr Mansfield. We sincerely hope that their judgment is sound, and that Mr Curley will give to the city of Boston a good administration.

Tribute to His Worth

"To Mr Mansfield we wish to extend our congratulations for his splendid showing. With only six weeks to campaign against an opponent who had been in the field for four years, he nevertheless polled 25,000 more votes than any candidate ever indorsed by the Good Government Association, and 20,000 more votes than any candidate previously elected.

"This we believe to be a silent tribute to his personal worth, and a decided refutation of those who for political reasons have claimed that the influence of the Good Government Association has declined during recent years.

Attacks Milder

"Some statement, we feel, should be made at this time in regard to the part played by the Good Government Association in the recent campaign. During the heat of the struggle, according to certain Boston newspapers, our opponents branded us as a branch of the Ku Klux Klan, and called our members 'social bounders,' 'social climbers,' 'political bosses,' 'bigots,' etc. The mildness of these attacks by contrast with the colorful days when we were called 'crooks' and 'jailbirds,' gives us hope for the further purifying of campaigns in the future."

POST 12/7/29

GOO GOOS WILL NOT CLOSE UP

Mansfield Vote Is Sized Up as "Not So Bad"

Ignoring Mayor-elect Curley's advice to "shut up shop and get out of politics," the Good Government Association last night issued the December number of "City Affairs," in which it congratulated Frederick W. Mansfield for polling 25,000 votes more than any other mayoralty candidate who has carried the Good Government Association banner in a city campaign.

"NOT SO BAD"

Under the caption, "Not So Bad," the Good Government editor, Secretary Laurence O. Pratt recalled that 216,000 voters cast votes for Mayor. "Of this number 20,000 more voters preferred the qualifications of Mr. Curley to those of Mr. Mansfield. We sincerely hope that their judgment is sound, and that Mr. Curley will give to the city a good administration."

To help prove that the association has advanced in public esteem the publication stated that now the worst that is said of the G. G. A. is that they are "a branch of the Ku Klux Klan, social bounders, social climbers, political bosses and bigots," while formerly they were referred to as "crooks and jailbirds.

"The mildness of these attacks gives us hope for the further purifying of campaigns in the future," states the G. G. A., in plainly indicating that it has no intention of quitting the political arena at the demand of the Mayor-elect.

HERALD 12/7/29

THE COURT HOUSE

It is to be hoped that the members of the City Council have read and digested the recent address of President Hoover to business men. Leaders of industry took the trouble to travel to Washington on two occasions to co-operate with the President, and they are now working out the details of a great program of activity.

The City Council, however, is disinclined to take President Hoover seriously. While railroads and public utility companies, labor and farm organizations and all other elements in our business are pledging co-operation, the City Council stands aside. It has refused twice recently, in spite of urgent requests from all quarters, to make possible the release of several million dollars for a court house project which the bench, the bar, and the public have all indorsed. For reasons which one gentleman in touch with the situation has called "trivial, frivolous and personal," various members have persisted in blocking the undertaking. At a time when the President and the world of business and labor believe that work is the great necessity, the Council puts its trust in words and delay.

The conditions under which the work is to be done are not the best conceivable, but they are the best obtainable. The matter has been dragging, dragging, dragging, and the Council seems willing to let the dragging continue indefinitely.

AMERICAN 12/9/29

'BRIBE' IN COURTHOUSE ROW

CITY COUNCIL WARNED BY CURLEY OF BIG PLOT

Mayor-Elect Charges "Sinister Influences" Seek to Burden City With 5 Million Plan

Mayor-elect James M. Curley today notified the City Council that he had been informed "sinister influences" were at work among them in behalf of the $5,000,000 Suffolk county courthouse project.

The statement was made in a letter to Council President Timothy F. Donovan shortly before the city governing body was to vote for a fourth time on the bill to appropriate the $5,000,000 for an addition to the present courthouse or for a new building.

The council has three times rejected the bill, which is favored by Mayor Nichols.

As Mr. Curley's letter was received at City Hall there was widespread report that a councilman who three times had voted against the measure had been offered $1500 to favor the project at the meeting today.

The name of this councillor and the person or persons who offered the bribe were not disclosed, but it is known that opponents to the proposed courthouse plan believe the story.

In his letter to President Donovan, the mayor-elect enclosed a copy of another letter which he sent to Hon. Herbert Parker, chairman of the committee in charge of Boston's Tercentenary celebration plans next year.

CAN SAVE $4,000,000

Mr. Curley therein outlined a plan which he claims would provide adequate court housing for $1,000,000, at a saving of $4,000,000 to the city.

He complimented the city councillors for rejecting the courthouse project as presented, "despite sinister influences" which he had been informed were at work to have it do otherwise.

His own plan of court-housing, related to a memorial building as suggested by Mr. Parker, he outlined in the following letter to the latter:

FAVORS MEMORIAL

"I have read with much interest your report made as chairman of the state tercentenary and am heartily in accord with your views relating to creation of a permanent memorial in keeping with the importance of the observance.

"Your suggestion that the Supreme Court building be erected on State House grounds I fear is not sufficiently courageous, however, and would not permit of the character of memorial that is possible elsewhere. The property adjoining the State House grounds and bounded by Joy st. and Hancock st. would possibly represent a wise investment.

"There is an absolute certainty that each year of delay will render more expensive the taking of this property which should have been taken years ago.

WANTS STATE TO BUILD

"The taking by the State of this

Contd

Contd. AMERICAN 12/9/29

property would not only give to the committee an exceptional and much needed setting for the State capitol, but would permit from time to time the extensions that, with the passing of the years, must inevitably take place.

"There is no valid reason why Boston should continue to provide quarters for institutions that represent strictly state functions and if the Suffolk County courthouse were relieved of the Supreme court, land court, commission on probation and social law library, all of which could be located in a suitable memorial building upon a portion of the plot bounded by Hancock, Joy and Beacon st., it would be possible for Boston, through expenditures of not in excess of $1,000,000, to make such changes in the Suffolk County courthouse as to provide for requirements of at least the next quarter century."

The following letter was written by Mayor-elect Curley today to Mayor Nichols:

"My Dear Mr. Mayor: I beg to submit for your consideration copy of letter which I have this day forwarded to the chairman of the tercentenary commission, Hon. Herbert Parker.

CALLS IT "GROSS INJUSTICE"

"The bill recently enacted by the Legislature and based upon the report of the special commission directed to investigate the needs of the court, etc., housed in the Suffolk county courthouse, which is now pending before the Boston city council, represents the most gross character of injustice to the taxpayers of Boston that has ever been attempted in recent years.

"The sound and most excellent recommendation made by the chairman of the tercentenary commission, Hon. Herbert Parker, for the establishment of a permanent memorial to house the Supreme Court, while excellent, does not go sufficiently far in that a building erected to house the Supreme Court, the Land Court, the Social Law Library and the Commission on Probation would render it possible for Boston to conduct its county activities, the entire costs of which are now borne by the city, to provide not only for existing needs, but the requirements of the next quarter of a century, through an expenditure of not in excess of $1,000,000, that is, provided the State were agreeable to assuming the obligations, which should be properly borne by the Commonwealth.

PRAISES COUNCIL VOTE.

"The City Council has rendered an admiral service to the taxpayers of Boston in refusing to sanction the bill for courthouse improvements which, if enacted, would place a burden of $5,000,000, and possibly a much larger sum, upon the city, when as a matter of fact, so far as the city is concerned, provided the State would make suitable provision for the housing of what may properly be determined as State institutions, and expenditure of but $1,000,000 is all that Boston should be required to provide.

"I sincerely trust that the bill at present pending before the city council, which has been three times rejected and which will be rejected today unless the sinister influences that are said to be operating at the present time are successful, is defeated.

TRANSCRIPT 12/9/29

Gov. Ritchie Faces Busy Day in Boston

Many Activities Planned for Executive Before Address at Symphony Hall

Governor Albert C. Ritchie, who arrives here tomorrow to address a meeting in Symphony Hall on conditions in his home State of Maryland, where there is no State prohibition enforcement law, faces a busy program which will occupy his time from his arrival at 7.15 in the morning until he departs at midnight. A welcome by State and city Democratic leaders and greetings at the State House and City Hall by Governor Allen and Mayor Nichols will be included in the visitor's day of activities. Governor Ritchie will be accompanied by military and police escort as he proceeds from place to place in his program.

When the governor arrives on the Federal Express at the Back Bay Station he will be greeted by William H. Mitchell, chairman of the executive committee of the Liberal Civic League, under whose auspices he will speak; Lieutenant Colonel William J. Blake of the Veterans' Bureau and Captain William McGinnis, former State commander of the American Legion, who will serve as personal aides throughout the day.

Governor Ritchie will go to the Hotel Statler for breakfast, and at a 10.15 will receive newspapermen. At 10.45 he will leave the hotel under escort for the State House, where he will be received by Governor Allen at eleven o'clock, and thence to City Hall, where he will be greeted by Mayor Nichols.

Returning to the hotel from City Hall, he will be the guest at luncheon at 12.30 o'clock. The luncheon, given by the Liberal Civic League, will be attended by nearly one hundred, including a representative of Mayor Nichols. Mayor-elect Curley also is scheduled to be present.

Accompanied by police and military escort, Governor Ritchie will proceed at 4.45 o'clock to 49 Beacon street for tea at the home of Mrs. William Lowell Putnam, sister of President Lowell of Harvard. He will return to the hotel at 5.30 o'clock. At six o'clock, with an escort of thirty-five to fifty volunteers from the 110th Cavalry, led by Captain Robert E. Blair, also a volunteer, the governor will go to 168 Marlboro street where he will be the dinner guest of Charles S. Rackemann, head of the Constitutional Liberty League, one of the sponsors of his visit. He is scheduled to leave the Rackemann home at 7.45 o'clock, proceeding to Symphony Hall where he is due at eight o'clock. His address is scheduled to start at 8.20 o'clock, following a brief introduction by Joseph Walker who will be introduced by Mr. Mitchell.

Some time after the Symphony Hall meeting Governor Ritchie is expected to call at the Elks Hotel for brief remarks to about 200 women of the Massachusetts Women's Democratic Club gathered at a whist party.

AMERICAN 12/9/29

CORBETT TO BE CURLEY SEC'Y

Arthur B. Corbett, secretary to former Mayor James M. Curley, will occupy the same position in the next administration, starting January 6, it was learned from authoritative sources today.

Corbett, who is active in Irish societies and Catholic organizations, will take the position to be left vacant by Mayoral Secretary Edward E. Condon, who resumes his old position as secretary of the Boston Transit Department. Corbett is single, lives in Dorchester, and has a brother who is a Catholic missionary in the Chinese war zone.

AMERICAN 12/9/29

Mayor-Elect Will Attend Victory Ball

With Mayor-elect James M. Curley and the members of the City Council in attendance, the victory ball in honor of Councilor Richard D. Gleason will be held in Intercolonial Hall, Roxbury, Friday evening. The committee is headed by Joseph P. Bragg, assisted by Elizabeth Smyth, Madeline Ward, William Fay, Joseph Mulloy and Frank Kelley.

POST 12/10/29

MANSFIELD TO BE JUDGE?

Rumor So Links Visit to Gov. Allen

A visit of Frederick W. Mansfield, recent Good Government Association candidate for Mayor of Boston, to the executive offices in the State House yesterday set political gossip stirring, in view of the fact that Mr. Mansfield's name has been mentioned in connection with a judicial appointment at various times during the past two months.

Although there is no known vacancy on the Superior Court bench, which is the place to which a Mansfield appointment is said to be in the offing, there have been rumors of retirements by one or more of the judges for some time.

At the conclusion of his conference with Governor Allen, however, it was said that Mr. Mansfield and Frank W. Grinnell called as members of the Massachusetts Judicial Council to discuss informally with the Governor the forthcoming recommendations of that organization for legislation.

Post 12/9/29

BIG PLANS FOR VISIT OF RITCHIE

12/9

Final Drive Today to Get Posters on "L" Cars

The executive committee of the Liberal Civic League may meet this morning to plan an official call upon the public trustees of the Boston Elevated to allow advertising in its trains and street cars of the address in Symphony Hall tomorrow night of Governor Albert C. Ritchie of Maryland on the prohibition problem.

TO GET BIG WELCOME

Announcement to this effect was made last night by Conrad W. Crooker of the league, who said that such action was considered in an effort to have rescinded the barring of such advertisements by the Elevated's management, even though remedial moves at such a late hour might be futile of practical results.

When Governor Ritchie arrives in Boston tomorrow morning his day here will be not unlike that of a conquering hero. Despite an apparent lack of official warmth for his welcome at the State House and City Hall, and despite the heat of violent "wet" and "dry" controversy stirred by his coming, the route of his progress from point to point has been carefully charted and announced so an enthusiastic populace may turn out to cheer him, and a military escort has been provided through volunteers.

Every Hour Filled

From the moment he steps off the Federal Express at the Back Bay Station at 7:15 a. m., until he boards the train for New York at midnight, virtually every hour of the day has been provided for.

William H. Mitchell, president of the Liberal Civic League, which with the Constitutional Liberty League, is sponsoring Governor Ritchie's visit, will meet the Governor at the Back Bay Station, where also will report for duty as his military aides Lieutenant-Colonel William J. Blake of the Veterans' Bureau here, and Captain William McGinnis, past State commander of the American Legion.

Then, escorted by a motorcycle police officer, the party will drive to the Hotel Statler for breakfast.

At 10:45 he will leave, with his motorcycle police escort and his volunteer military aides, for the State House, where Governor Allen will receive him at 11 o'clock.

At 11:45 he will leave the State House for City Hall, where Mayor Nichols will receive him.

He will leave City Hall in time to reach the Statler again for luncheon at 12:30, and his route from City Hall will be down School street to Washington, through Newspaper Row to Court street, up Court street to Tremont street, along Tremont street to Boylston street, up Boylston street to Park square and the Statler.

Curley to Speak

The luncheon, tendered him by the Liberal Civic League, will have about 100 at tables, including a representative of Mayor Nichols, Mayor-elect Curley will be there, and is expected to speak.

After an hour or so of rest, Governor Ritchie, still accompanied by the motorcycle policemen and his volunteer military aides, will proceed to 49 Beacon street for tea at the home of Mrs. William Lowell Putnam, sister of President Lowell of Harvard and prominent "wet" in politics. He leaves the Statler at 4:45 for this event, is scheduled to drink his tea at 5 o'clock, and to depart at 5:30, headed back for the Statler, where he will change to evening dress.

At 6 p. m., with a cavalry escort of some 35 to 50 volunteers from the 110th Cavalry, led by Captain Robert E. Blair, also a volunteer, Governor Ritchie will proceed slowly to 168 Marlboro street, where he will be the dinner guest of Charles S. Rackeman, head of the Constitutional Liberty League. His route to the Rackeman home will be from the Statler, along Arlington street to Commonwealth avenue, up Commonwealth avenue to Dartmouth street and down Dartmouth street to Marlboro street.

At Symphony Hall at 8

At 7:45 p. m., Governor Ritchie is scheduled to leave for Symphony Hall, still with his escort. He will, according to the carefully laid schedule, proceed from Marlboro street, along Dartmouth street to Copley square and up Huntington avenue to the Massachusetts avenue entrance of Symphony Hall, where he is due at 8 p. m.

He is scheduled to begin his address from Symphony Hall's stage at 8:20 p. m., following a brief introduction by Joseph Walker, who in turn will be introduced by Mr. Mitchell, president of the Liberal Civic League.

Sometime during the evening, probably after his Symphony Hall speech, Governor Ritchie is to drop in at the Elks Hotel and say a few words to about 200 women at the Massachusetts Women's Democratic Club, which is staging a whist party. Word to this effect, though the exact time of Governor Ritchie's appearance had not been set, reached the club members from Frank Donahue, chairman of the Democratic State committee, last night, following receipt of a telegram of acceptance of the women's invitation by the Governor.

RECORD 12/9/29

12/9

Don't Worry

The Good Government Association, which indorsed the unsuccessful candidacy of Frederick W. Mansfield for mayor, says in the current issue of its monthly publication, City Affairs:

"On November 5th, 216,000 voters of Boston cast their ballots for mayor. Of this number 20,000 more voters preferred the qualifications of Mr. Curley to those of Mr. Mansfield.

"We sincerely hope that their judgement is sound and that Mr. Curley will give to the city of Boston a good administration."

The Daily Record, which indorsed the candidacy of James M. Curley and was deeply gratified at his election, desires to assure the Good Government Association that its "hope" of a good Curley administration is but a feeble expression of the general confidence in the welfare of the city during the next four years.

AMERICAN 12/10/29

Courthouse Bill Nears Time Limit

10

With only three weeks remaining before it will die a natural death, the $5,000,000 courthouse bill remained in a state of coma in the arms of the City Council executive committee today.

Several members of the Council meanwhile made denials that they had been approached with offers of $1500 to favor the measure three times defeated.

Chairman Goodwin of the Finance Commission said he was not going to investigate the bribe charges, declaring it was a matter for the district attorney to deal with as he saw fit.

It was pointed out at City Hall today that the present administration, while wholeheartedly in support of the measure, has failed to this day to file an order asking that the act be accepted. Mayor Nichols has sent to the Council merely a recommendation that the act be accepted. All orders asking that the act be accepted have originated among the members themselves.

Denial that they had been approached with a $1500 bribe either for or against the bill was made today by President Timothy F. Donovan, Councillors Frederic E. Dowling, Frank B. Sullivan, Israel Ruby, Thomas W. McMahon and Michael J. Ward.

On August 12 last the City Council voted as follows on the acceptance of the act:

Yes—Fitzgerald, Keene, Lynch, McMahon, Parkman, Wilson. Total—6.

No—Arnold, Deveney, Donovan, Dowd, Green, Murray, Ruby and Bush. Total—8.

Sept. 4 saw the lineup as follows:

Yes—Dowling, Fitzgerald, Keene, Parkman and Wilson. Total 5.

No—Arnold, Deveney, Dowd, Donovan, Fish, Gallagher, Green, Lynch, Mahoney, McMahon, Murray, Ruoy and Sullivan. Total 13.

The vote on Dec. 2 was as follows:

Yes—Arnold, Fitzgerald, Green, Keene, Motley, Murray, Parkman and Wilson. Total 8.

No—Bush, Donovan, Dowling, Fish, Gallagher, Lynch, Mahoney, Ruby, Sullivan and Ward. Total 10.

It was intimated at this time that the administration had the necessary votes to put the measure over. When the vote was called it was discovered that two of the administration men, so-called, were against the measure, and as a result the act for the third time was defeated.

The measure is sleeping peacefully with the executive committee and every indication is that it will remain so until it passes quietly away with the old year.

HERALD 12/12/29

WILLIAM A. REILLY HONORED AT DINNER

New School Committeeman Is Feted at Hotel Lenox

Boston College classmates of William A. Reilly, school committeeman-elect of West Roxbury, and prominent Democratic leaders honored him last night at a dinner at the Hotel Lenox.

William J. Doyle, former Boston College football star, presented the gift of the gathering, a grandfather's clock. The toastmaster was James M. Curley.

The Rev. Fr. Patrick J. McHugh, S. J., dean of Boston College, offered the regrets of the president, Very Rev. James L. Dolan, S. J., that he was unable to attend and made a brief laudatory reference to the high excellence of the Boston school system. He paid particular tribute to the "splendid corps of teachers" and the "very capable superintendents."

Other speakers were Register of Deeds William T. A. Fitzgerald, Henry E. Lawler, chairman of the Democratic city committee; Charles Birmingham, president of Boston College alumni; Theodore A. Glynn, Superintendent of Schools Jeremiah E. Burke, Dr. Charles E Mackey, Representative Joseph C. White and Dr. James A. Reilly, father of the new school committee member.

TRAVELER 12/11/29

Nichols Hits Curley's Plan for Courthouse

11

Mayor Charges Mayor-elect with Injecting New Element in Futile Six-Year-Old Discussion—Defends His Measure

Mayor Nichols, in reply to Mayor-elect Curley in connection with the latter's attack on the present courthouse bill which is before the city council, characterizes Curley's state memorial plan as "a new element added to a discussion already six years old which has not yet produced a courthouse."

STANDS BY PRESENT PLAN

The mayor insists that the present plan should be accepted and work on the addition to the court house started at once. In connection with Curley's plan, which states that $1,000,000 is sufficient to provide for all facilities with the exception of the four state functions to be separated, the mayor points out that the findings of the 1928 commission "indicate a sum so far in excess of $1,000,000 as to warrant the belief that a separation of functions would entail a cost upon the state and city of a sum far in excess of $5,000,000."

Mayor Nichols declares that the plan set forth by Mayor-elect Curley differs from the plan submitted by Chairman Herbert Parker of the Massachusetts Bay tercentenary committee, who proposed that the state erect a memorial to house only the supreme court. He says also that the Curley plan depends almost entirely on the state being agreeable "to assume the obligations of the memorial building containing the extended courthouse facilities, rather than bearing 20 per cent. of the obligations in the present courthouse act.

The mayor also calls attention to condition at the courthouse, which he declares are pronounced by judges and lawyers, as well as the general public, as deplorable and unbearable and adds that experience does not give great promise of a better apportionment of cost between the city and state than the present act.

CURLEY NOT CONVINCED

"The mayor's letter while voluminous, is in no sense convincing," Mayor-elect Curley declared last night after being informed of the Nichols epistle.

"There is no logical reason and none has been presented," he continued, "why Boston should assume this burden for the state. The acceptance of the pending legislative act will result in an imposition of $4,000,000 upon the taxpayers of Boston who should not be obliged to shoulder this load."

HERALD 12/10/29

'SINISTER INFLUENCES' BEHIND NICHOLS COURT BILL, CURLEY CHARGES

OFFERS PLAN TO SAVE $4,000,000, AVOID ADDITION

Writes Parker Urging Site Next to State House for Supreme Court

$1,000,000 OUTLAY ON PRESENT BUILDING

Rejection of $5,000,000 Project Urged in Letter To Nichols

By CHARLES A. COYLE

Mayor-elect James M. Curley, in letters addressed yesterday to Mayor Nichols and the city council, branded the present courthouse bill as "the most gross character of injustice to the taxpayers of Boston that has been attempted in recent years" and put forth a new plan which he declares will save the city approximately $4,000,000.

The action of the mayor-elect, coming on the day when the members of the city council were expected to vote on the acceptance of the present courthouse bill which authorizes the city to build an extension to the present structure at a cost of $5,000,000, of which 80 per cent. is to be borne by the city and 20 per cent. by the state, caused a furore in political circles.

URGES REJECTION

"I sincerely trust," the mayor-elect's letter to Mayor Nichols read, "that the bill at present pending before the city council which has been three times rejected will be rejected today unless the sinister influences that are said to be operating at the present time are successful."

At the same time Mayor-elect Curley sent a letter to Herbert Parker, chairman of the Massachusetts Bay tercentenary committee, in which he suggested the taking by the state of the property bounded by Joy, Mt. Vernon and Beacon streets and the erection by the state of a permanent memorial to house the supreme court, the Massachusetts land court, the commission on probation and the social law library, all of which are now housed in the Suffolk county courthouse.

Mayor-elect Curley declared that there is no valid reason why the city of Boston should continue to provide quarters for institutions that represent strictly state functions, such as are now in the present courthouse and advised Chairman Parker that "through an expenditure of not in excess of $1,000,000 it would be possible for the city of Boston to make such changes in the Suffolk county courthouse as to provide for the requirements of at least the next quarter of a century."

NICHOLS SURPRISED

When informed of the broadside hurled at his courthouse bill by the mayor-elect, Mayor Nichols stated that he had not received any communication from Mayor-elect Curley and declared that in view of the demands of the bench, bar, labor organizations and the general public, "a charge of sinister influences is surprising."

Through some misunderstanding, the letter of the mayor-elect to Mayor Nichols, the city council and Chairman Herbert Parker failed to reach their proper destination and the members of the city council while in session were wholly unaware of the attack on the courthouse bill by the mayor-elect.

Councilman Michael J. Ward of Roxbury, a member of the state Senate and one of the main Curley supporters in the last campaign, who has led the opposition to the acceptance of the courthouse bill in the city council, made an unsuccessful effort just before adjournment yesterday to bring the bill from executive session to the floor of the council chamber for open debate.

As there was already a motion to adjourn before the body made by Councilman Thomas H. Green of Charlestown, Ward's motion was lost when Councilman Robert G. Wilson, Jr., of Dorchester, one of the proponents of the present bill, moved the previous question, shutting off debate automatically.

FACED THIRD DEFEAT

The members of the city council in favor of the acceptance of the present bill on the grounds that it is the best bill that can ever be received from the Legislature admitted after the meeting yesterday that if Councilman Ward had been successful in bringing the bill on the floor of the council it would have suffered its third successive defeat.

There remain three more regular meetings of the present city council before Mayor-elect Curley and the new members of the city council take office. If the courthouse act is not accepted by the present body on or before Dec. 31, the bill dies automatically and new legislation must be sought from the Legislature next year.

Mayor-elect Curley informed Mayor Nichols in his letter that "there is no way in which either the mayor of Boston or any member of the city council can justify the burdening of the taxpayers with an obligation of $5,000,000, when through an expenditure of $1,000,000 by the city the city's needs can be properly provided for."

LETTER TO NICHOLS

Mayor-elect Curley's letter to Mayor Nichols and the city council was as follows:

My Dear Mr. Mayor:

I beg to submit for your consideration copy of letter which I have this day forwarded to the chairman of the tercentenary commission, Hon. Herbert Parker.

The bill recently enacted by the Legislature and based upon the report of the special commission directed to investigate the needs of

Contd

Contd HERALD 12/10/29

the courts, etc., housed in the Suffolk county court house, which is now pending before the Boston city council, represents the most gross character of injustice to the tax payers of Boston that has been attempted in recent years.

The sound and most excellent recommendation made by the chairman of the tercentenary commission, Hon. Herbert W. Parker, for the establishment as a permament memorial of a building to house the supreme court, while excellent, does not go sufficiently far, in that a building erected to house the supreme court, the land court, the social law library and the commission of probation would render it possible for Boston to conduct its county activities, the entire costs of which are now borne by the city, to provide not only for existing needs but the requirements of the next quarter of a century, through an expenditure of not in excess of one million of dollars, that is, provided the state were agreeable to assuming the obligations which should be properly borne by the commonwealth.

WOULD PLACE BURDEN

The city council has rendered an admirable service to the taxpayers of Boston in refusing to sanction the bill for court house improvements which, if enacted, would place a burden of five millions of dollars, and possibly a much larger sum, upon the city, when as a matter of fact, so far as the city is concerned, provided the state would make suitable provision for the housing of what may properly be determined as state institutions, an expenditure of but one million dollars is all that Boston should be required to provide.

I sincerely trust that the bill at present pending before the city council, which has three times been rejected, will be rejected today unless the sinister influences that are said to be operating at the present time are successful.

In the event of rejection and the reintroduction to the General Court, in conformity with the suggestions here outlined, an equitable solution should be possible of the vexatious problem that when settled should be settled equitably, there is no way in which either the mayor of Boston or any member of the city council of Boston can justify the burdening of the taxpayers with an obligation of $5,000,000, when through an expenditure of $1,000,000 by the city the city's needs can properly be provided for.

Mayor-elect Curley's letter to Herbert Parker was as follows:

My dear Mr. Parker:

I have read with much interest your report, made as chairman of the state tercentenary committee, and am in hearty accord with your views relative to the creation of a permanent memorial in keeping with the importance of the observance.

Your suggestion that the supreme court be erected upon the State House grounds, I fear, is not sufficiently courageous, however, and would not permit of the character of memorial that is possible elsewhere. The properties adjoining the State House grounds and bounded by Joy street and Mt. Vernon street would possibly represent a wise investment. There is an absolute certainty that each year of delay will render more expensive the taking of this property which should have been taken years ago. The taking by the state of this property would not only give to the commonwealth an exceptional and much-needed setting for the state Capitol, but would permit from time to time the extensions that with the passing of the years must inevitably take place.

There is no valid reason why the city of Boston should continue to provide quarters for institutions that represent strictly state functions and if the Suffolk county courthouse were relieved of the supreme court, the land court, the commission on probation and the Social Law Library, all of which could be located in a suitable memorial building upon a portion of the plot bounded by Mt. Vernon, Joy and Beacon streets, adjoining the State House, it would be possible for the city of Boston, through an expenditure of not in excess of $1,000,000, to make such changes in the Suffolk county courthouse as to provide for the requirements of at least the next quarter of a century.

Trusting that the suggestion here submitted may meet with the approval of your committee on the tercentenary observance, I beg to remain. Sincerely,

JAMES M. CURLEY.

Mayor Nichols issued the following statement after being informed of the contents of the letter from Mayor-elect Curley:

The extreme need of an extension to the courthouse has been long recognized and the bill now before the city council has been strongly recommended by the bench, bar and the general public. Immediate construction of public works of this nature has been urged by the President of the United States whose progressive program has received universal support. There are thousands of men in the building trades seeking work and they would receive the benefit coming from immediate favorable action upon this measure whose period of acceptance expires during the current year.

My recommendations to the city council have been based upon an extensive study of this whole question by a competent commission which reported three plans, none of which are covered by suggestions recently made. There have been set forth the strongest public reasons conceivable for the acceptance of the legislative act and I believe that after many years of discussion further delay would be unfortunate. In view of the foregoing situation, a charge of sinister influences is surprising.

VALUATION $1,000,000

Assessed Figure on Courthouse Site Suggested

The sites covered in the Curley proposal to erect a courthouse on Beacon street, bounded by Mt. Vernon and Joy street, have an assessed valuation of at least $1,000,000. The actual value is much higher. The American Unitarian Association places a value of $400,000 on its property at 25 Beacon street, on which a new building recently was erected. The Little, Brown Company's property at 34 Beacon street is assessed at $144,000.

Should the city not accept the legislative act by Jan. 1, it is understood Gov. Allen has other plans for the location of a building to house the higher branches of the courts on state property.

Gov. Fuller, in his address to the Legislature, Jan. 6, 1926, recommended the purchase by the state of this same land now proposed by Mr. Curley as the proper site for the new courthouse building. Gov. Fuller's recommendation was made prior to the erection on a portion of this land of the new American Unitarian Association building.

The recommendation of the then Governor to the Legislature was:

The Legislature should consider carefully this year the question whether the commonwealth should acquire the land on Beacon street near the west wing of the State House. If it is deemed wise, and I believe it is, to purchase this land, it should be done before new and expensive buildings are erected thereon. The property at 32 Beacon street, where construction is contemplated, could be acquired at once, and the other property from time to time, prior to any increase in value due to new construction. Most of this property can be used temporarily for state activities in that way largely paying its carrying charges.

Post 12/12/29

SIGNED PAPERS OF OPPONENT

12/12

Dr. Mackey's Tribute to Reilly Related at Dinner

How he signed the nomination papers of his chief opponent, William Arthur Reilly, who was elected to the school committee in the last election, was related by Dr. Charles E. Mackey of South Boston at a testimonial dinner to the victorious candidate at the Lenox Hotel last night. Mackey said he had just stepped out of the City Hall after filing his own papers when he was asked to put his name on Reilly's.

James M. Curley, Jr., son of the Mayor-elect, presided over the meeting, which was largely attended by friends and young men who worked in the election with Reilly, who is himself only 26 years old.

Others who paid tribute to the new members of the school committee were Jeremiah Burke, superintendent of schools, Francis Gray, chairman of the school committee, Richard S. Lane, newly appointed member of the School House Commission, the very Rev. James Dolan, S. J., president of Boston College, James J. Phelan, and W. T. A. Fitzgerald, register of deeds.

Post 12/10/29

SAYING IT WITH MUSIC



"AFTERNOON MAYOR", ERNIE GOULSTON HAS COMPOSED A NEW MUNICIPAL WALTZ TO DANCE THE NICHOLS REGIME OUT- NEW YEARS

PERHAPS RETIRING "NIGHT MAYOR" INNES MAY TRAIL THE "MATINEE MAYOR" WITH A MUNICIPAL BLUES TRIO

COMPOSER CURLEYS HARMONY GLEE CLUB HAS A POPULAR JUMP ON THE LOCAL G.O.P. COMPOSERS

THE MELODY IDEA IS LIKELY TO SPREAD

Post 12/10/29

CURLEY ASSAILS BIG COURTHOUSE OUTLAY

Letters to Nichols and Parker Deplores Plan to 'Burden City' With Vast Expense

Mayor-elect James M. Curley, from his home in Jamaica Plain, last night released a copy of three letters that he had sent out in the afternoon relative to the Legislative act providing for additional accommodations for Suffolk County, which is now before the Boston City Council for acceptance.

One letter was addressed to Herbert W. Parker, chairman of the Massachusetts State Tercentenary Committee, another was sent to Mayor Nichols, and the third to the president of the City Council, Councilor Timothy F. Donovan of East Boston. The letters to Mayor Nichols and the City Council are alike.

As far as could be learned neither the Mayor nor Mr Parker had received their letters up to last night, and up to the time the City Council adjourned its meeting yesterday, no communication had been received from the Mayor-elect. Consequently there was no comment forthcoming last night on the contents of the letters.

Mayor Nichols was shown an article in an afternoon paper outlining Mayor-elect Curley's plan for taking care of the question of additional courthouse facilities and commented that there have been set forth the strongest public reasons conceivable for the acceptance of the legislative act and he believed that, after many years of discussion, further delay would be unfortunate.

"In view of the foregoing situation, a charge of sinister influences is surprising," Mayor Nichols said.

Mayor-elect Curley, besides outlining his plan for a permanent memorial of the tercentenary in his letters to Mayor Nichols and the City Council, stated that the City Council has rendered an admirable service to the taxpayers in refusing to sanction the bill for courthouse changes that would burden the people of Boston with an expenditure of $5,000,000 or more, when $1,000,000 would take care of the situation if the Commonwealth would make suitable arrangements for housing the State functioning bodies now in the Suffolk County Courthouse.

Calls It Injustice

Mayor-elect Curley stated the Courthouse Act is the most gross injustice on the taxpayers of the city that has been attempted in recent years.

Mr Curley comments that Chairman Parker's recommendation for the permanent memorial is sound and excellent, but does not go far enough.

He wrote the Mayor that he sincerely trusted that the bill before the City Council would be rejected again today "unless sinister influences that are said to be operating at the present time are successful."

Mayor-elect Curley in his communication to Chairman Parker tells him that he favors his views regarding a permanent memorial building. He stated there was no valid reason why Boston should continue to provide quarters for State bodies, and if a suitable memorial building was erected, it would be possible to make changes in the Courthouse to meet the requirements of the next 25 years at a cost not in excess of $1,000,000.

Copies of the letters to the Mayor and Chairman Parker follow:

"My Dear Mr Mayor—I beg to submit for your consideration copy of letter which I have this day forwarded to the chairman of the Tercentenary Commission, Hon Herbert W. Parker.

"The bill recently enacted by the Legislature and based upon the report of the special commission directed to investigate the needs of the courts, etc., housed in the Suffolk County Courthouse, which is now pending before the Boston City Council, represents the most gross character on injustice to the tax payers of Boston that has been attempted in recent years.

"The sound and most excellent recommendation made by the chairman of the Tercentenary Commission, Hon Herbert W. Parker, for the establishment as a permanent memorial of a building to house the Supreme Court, while excellent, does not go sufficiently far in that a building erected to house the Supreme Court, the Land Court, the Social Law Library and the Commission of Probation would render it possible for Boston to conduct its county activities, the entire cost of which should now be borne by the city, to provide not only for existing needs but the requirements of the next quarter of a century, through an expenditure of not in excess of $1,000,000, that is provided the State were agreeable to assuming the obligations which should be properly borne by the Commonwealth.

"The City Council has rendered an admirable service to the taxpayers of Boston in refusing to sanction the bill for Courthouse improvements which, if enacted, would place a burden of $5,000,000, and possibly a much larger sum, upon the city, when as a matter of fact, so far as the city is concerned, provided the State would make suitable provision for the housing of what may properly be determined as State institutions, an expenditure of but $1,000,000 is all that Boston should be required to provide.

"I sincerely trust that the bill at present pending before the City Council, which has been three times rejected, will be rejected today unless the sinister influences that are said to be operating at the present time are successful.

"In the event of rejection and reintroduction to the General Court, in conformity with the suggestions here outlined, an equitable solution should be made of the vexatious problem. There is no way in which either the Mayor of Boston or any member of the City Council of Boston can justify the burdening of the taxpayers with an obligation of $5,000,000, when through an expenditure of $1,000,000 by the city the city's needs can properly be provided for."

Letter to Parker

"My dear Mr Parker:

"I have read with much interest your report, made as chairman of the State Tercentenary Committee, and am in hearty accord with your views relative to the creation of a permanent memorial in keeping with the importance of the observance.

"Your suggestion that the Supreme Court be erected upon the State House grounds I fear is not sufficiently courageous, however, and would not permit of the character of memorial that is possible elsewhere. The properties adjoining the State House grounds and bounded by Joy st and Hancock st would possibly represent a wise investment.

"There is an absolute certainty that each year of delay will render more expensive the taking of this property which should have been taken years ago. The taking by the State of this property would not only give to the Commonwealth an exceptional and much needed setting for the State Capitol, but would permit from time to time the extensions that with the passing of the years must inevitably take place.

"There is no valid reason why the city of Boston should continue to provide quarters for institutions that represent strictly State functions and if the Suffolk County Courthouse were relieved of the Supreme Court, the Land Court, the Commission on Probation and the Special Law Library, all of which could be located in a suitable memorial building upon a portion of the plot bounded by Hancock, Joy and Beacon sts, adjoining the State House, it would be possible for the city of Boston, through an expenditure of not in excess of $1,000,000 to make such changes in the Suffolk County Courthouse as to provide for the requirements of at least the next quarter of a century.

"I trust that the suggestion here submitted may meet with the approval of your Committee on the Tercentenary observance."

TRANSCRIPT 12/10/29

Curley's Stand May Mean Loss of Court House

Mayor-Elect, Who Sees Sinister Influence at Work, Has Another Plan

Opponents of the legislative act which would permit a commission to erect an addition to the Suffolk County courthouse believe that Mayor-elect James M. Curley has struck the death blow by his letter charging "sinister" influences. It has been the Curley bloc in the City Council that has defeated three successive steps to accept the act, all opposition of this group having been based on the argument that, as the apportionment of costs was unfair to the city the incoming mayor might be able to obtain better terms from the Legislature.

Mr. Curley's letter to the City Council and the mayor reached City Hall late yesterday afternoon, after the Council had adjourned. In it he urged the Administration to adopt a new plan based on the suggestion of Herbert Parker, chairman of the State tercentenary committee, that a permanent memorial building be erected for the Supreme Judicial Court. But Mr. Curley went further than Mr. Parker. Instead of the memorial building being placed on the State House grounds, the mayor-elect urged that the land bounded by the State House, Beacon, Joy and Hancock streets be purchased for the Supreme Court building and for further additions to the courthouse.

Mr. Curley would not only house the Supreme Court in his proposed new building, but also the other State departments at present housed in the Pemberton square building. He contends that in fairness to the taxpayers of Boston the State should build its own courthouse instead of forcing the city to spend 80 per cent of the $5,000,000 which is authorized under the act. He believes that the city could save at least $4,000,000 by so doing.

There was no attempt on the part of the City Council yesterday to consider the courthouse proposition up to within tion to adjourn had been made when Councillor Michael J. Ward moved to take the latest Nichols letter from the table. Councillor Robert Gardiner Wilson, Jr., who has led the fight for the courthouse since last August, moved the previous question and the council voted to adjourn. The councillors realized that only three meetings remain at which favorable action might be taken in approving the act.

Mr. Curley, in his letter to the mayor and the city council, charged that the courthouse bill "represents the most gross character of injustice to the taxpayers of Boston that has been attempted in recent years."

He declared that the City Council has rendered an admirable service to the taxpayers of Boston in refusing to sanction the bill for Court House improvements which, if enacted, would place a burden of five millions of dollars, and possibly a much larger sum, upon the city, when as a matter of fact, so far as the city is concerned, provided the State would make suitable provisions for the housing of what may properly be determined as State institutions, an expenditure of but one million dollars is all that Boston should be required to provide.

"I sincerely trust that the bill at present pending before the City Council," his letter continued, "which has been three times rejected, will be rejected today, unless the sinister influences that are said to be operating at the present time are successful.

"In the event of rejection and the reintroduction to the General Court, in conformity with the suggestions here outlined, an equitable solution should be made of the vexatious problem that when settled should be settled equitably, there is no way in which either the mayor of Boston or any member of the City Council of Boston can justify the burdening of the taxpayers with an obligation of five millions of dollars, when through an expenditure of one million by the city the city's needs can properly be provided for."

Mayor-elect Curley's letter to Chairman Parker follows:

"My dear Mr. Parker:

"I have read with much interest your report, made as chairman of the State tercentenary committee, and am in hearty accord with your views relative to the creation of a permanent memorial in keeping with the importance of the observance.

"Your suggestion that the Supreme Court be erected upon the State House grounds, I fear, is not sufficiently courageous, however, and would not permit of the character of memorial that is possible elsewhere. The properties adjoining the State House grounds and bounded by Joy street and Hancock street would possibly represent a wise investment. There is an absolute certainty that each year of delay will render more expensive the taking of this property which should have been taken years ago. The taking by the State of this property would not only give to the Commonwealth an exceptional and much needed setting for the State Capitol, but would permit from time to time the extensions that with the passing of the years must inevitably take place.

"There is no valid reason why the city of Boston should continue to provide quarters for institutions that represent strictly State functions, and if the Suffolk County courthouse were relieved of the Supreme Court, the Land Court, the Commission on Probation and the Special Law Library, all of which could be located in a suitable memorial building upon a portion of the plot bounded by Hancock, Joy and Beacon streets, adjoining the State House, it would be possible for the city of Boston, through an expenditure of not in excess of one million dollars, to make such changes in the Suffolk County courthouse as to provide for the requirements of at least the next quarter of a century."

Comments of Nichols

Commenting on the Curley message, Mayor Nichols said:

"The extreme need of an extension to the court house has been long recognized and the bill now before the City Council has been strongly recommended by the bench, bar and the general public. Immediate construction of public works of this nature has been urged by the President of the United States, whose progressive program has received universal support. There are thousands of men in the building trades seeking work and they would receive the benefit coming from immediate favorable action upon this measure whose period of acceptance expires during the current year.

"My recommendations to the City Council have been based upon an extensive study of this whole question by a competent commission which reported three plans, none of which are covered by suggestions recently made. There have been set forth the strongest public reasons conceivable for the acceptance of the legislative act and I believe that after many years of discussion further delay would be unfortunate. In view of the foregoing situation, a charge of sinister influences is surprising."

TRANSCRIPT 12/9/29

Political Tinge in Gas Plant Hearing

There was a political tinge to the hearing granted by the street commissioners today on the permit of the Northlite Burner Corporation to store 42,000 barrels of petroleum products on marsh land off Hallet street, near the Neponset River, Dorchester. Arthur B. Corbett, who will become James M. Curley's private secretary next month, asked the board either to dismiss the petition or hold it over until January when he felt it would receive opposition from the new mayor. In reply, Attorney Daniel J. Lyne, representing the petitioner, ridiculed the intimation that Mayor Nichols was at all interested in the enterprise.

The hearing was attended by more than seventy-five residents and property owners of the district who are opposed to the permit, and Mr. Lyne, in outlining the plans of his client, declared he had no idea of such opposition and had merely the petitioner to offset it. He presented C. G. Bergfors, president of the company, a resident of Braintree, who said he desired a permit to maintain four large tanks for distribution purposes. One tank would contain gasoline, one fuel oil, one furnace oil and the other four would be held in reserve. He felt that the location was sufficiently isolated to be safe.

The opposition was led by Councilor Albert I. Fish, who said that the location of the enterprise was on the edge of a newly developed residential district of one and two-family homes, known as the Cushing Hill district, where the city had spent about $200,000 on improvements.

Rev. William F. Toohigh, pastor of the recently established St. Brendan's Catholic parish, explained that within the next year he expects to start a building program that will mean $500,000 in expenditures. He has planned a large school and felt that a big gas plant would have the effect of lowering property values. Representative Francis J. Hickey announced that he intended to ask that the district be zoned as residential, while Representative Joseph F. Finnegan declared that there are already too many gas stations in the district.

Raymond P. Delano recorded the opposition of the fifteen directors of the Dorchester Board of Trade and William E. Anderson, representing the George E. Steck Piano Company, declared thart his company had planned an extension which might not go forward if the gas plant were allowed.

The permit was taken under advisement.

TRANSCRIPT 12/10/29

Needed Now, Not for 2030 A. D.

After all, it was for Suffolk County, and not for the Land of Nod, that the Legislature recently authorized the expenditure of $5,000,000 for an improved county courthouse. When reading some of the current utterances of municipal statesmen regarding this matter, that will be found an important fact to remember. For example, the mayor-elect, Mr. Curley, has now offered suggestions which might have great interest anent a good town plan for Boston in the year 2030, but which bear only a very vague relationship to the real and actual state of Boston's need for an improved courthouse, and of Boston's plans to fulfil that need, in the closing month of this year 1929.

All principal parties having firmly agreed, after years upon years of thought and discussion, that the existing courthouse should be enlarged by an extension built upon land along Somerset street running northerly to Cambridge street, the mayor-elect now suggests that a number of the courts should be housed in a new building on land "adjoining the State House grounds and bounded by Hancock, Joy and Beacon streets." The cost of such a project he does not estimate, though most certainly it would be high, but he does affirm that if this were done the city of Boston could meet all remaining needs by a few simple alterations of the existing courthouse at an expense not in excess of $1,000,000.

Lest the general attractiveness of these proposals lead any of the public into conceiving that these suggestions bear a close relationship to the present realities of the courthouse problem, it seems desirable to set down certain facts from the recent historical record:

1.—In the year 1925 a competent special commission made long study of the available ways and means for providing the enlarged quarters urgently needed by the courts of justice in Suffolk County.

2.—In the year 1928 another special commission explored the ground with equal care, and in still larger detail.

3.—From among the plans presented by this latter commission preference for the Somerset street enlargement was expressed by the justices of the courts, a committee of the Boston Bar Association, and indeed by a general consensus of expert opinion.

4.—This being the case, the General Court drafted and passed an act making possible the construction of an enlargement in accordance with the preferred plan.

So firm and decisive a stage of agreement having been attained, we believe that if Mayor Nichols had sought immediate acceptance of the legislative act at the hands of the City Council several months ago, he could have secured, at that time, the council's prompt assent. No strong and definite position was then taken by the Administration, and we cannot say that the loss of time did the Administration much credit. Nevertheless, the essential realities of the situation, listed above, remain the same in this present month of December as they were last August. And those realities being what they are, we cannot believe that the mayor-elect, Mr. Curley, seriously intends his novel proposal to scrap the existing agreement and devote himself to a movement to build another large courthouse next to the State House. It merely appears that Mr. Curley is now urging a policy of procrastination. Indeed, we hope that this is the truth, and that he desires to secure only a temporary delay of action until after his induction into office. For if he is serious in his new proposals, it seems likely that no court session will be cried in an improved county court house until some date in the Twenty-First Century.

POST 12/10/29

OPPOSITION TO OIL TANK FARM

Permit Asked for Place in Dorchester

Arthur B. Corbett of Dorchester, who will serve as secretary to Mayor-elect Curley during the next four years, yesterday appealed to the Board of Street Commissioners to reject an application for a permit to store 2,100,000 gallons of gasolene and other oil products at 40 Hallet street, Dorchester, between the Southern artery and the Neponset River.

He indicated that if the board would hold the application under advisement until January the incoming administration, in response to a strong protest, would quickly dispose of it. The street commission took the petition under advisement following the hearing at which over 100 residents voiced their vigorous protests.

In appealing for the permit President G. A. Bergfors of Braintree stated that his firm, the Northlite Burner Corporation, planned to develop 75 acres of marshland near the Neponset River, and contended that the proposed oil tanks would not be close enough to the residential sector to constitute a fire hazard. He was represented at the hearing by former Assistant District Attorney Daniel J. Lyne.

In opposition, City Councillor Albert L. Fish stated that the city has spent $200,000 at his request to make improvements in the district and that a $500,000 church and school are soon to be erected there. At the present time, he said, there are sufficient gasolene filling stations on the Southern artery.

RECORD 12/10/29

CURLEY'S RAP AT COURT PLAN AMAZES MAYOR

Mention of "sinister influences" by Mayor-elect James M. Curley yesterday in letters to Mayor Malcolm H. Nichols and City Council President Timothy F. Donovan urging defeat of the bill for the proposed $5,000,000 Suffolk county courthouse improvement project, was met later in the day by statement of the mayor that any "charge of sinister influences is surprising."

Mayor-elect Curley said in his letters:

"I sincerely trust that the bill at present pending before the city council, which has been three times rejected and which will be rejected today unless the sinister influences that are said to be operating at the present time are successful, is defeated."

The council was scheduled to vote yesterday for the fourth time on this bill. Councillor Michael J. Ward of Roxbury attempted to have the bill removed from committee. But this attempt was thwarted when the council adjourned on motion of Councillor Robert Gardner Wilson, Jr., of Dorchester. Mayor Nichols said later in regard to the situation:

"The extreme need of an extension to the courthouse has long been recognized and the bill now before the City Council has been strongly recommended by the bench, bar and general public.

"There has been set forth the strongest public reasons conceivable for the acceptance of the legislative act and I believe that, after many years of discussion, further delay would be unfortunate. In view of the foregoing situation a charge of sinister influences is surprising."

RECORD 12/10/29

Dorchester Fights Oil Storage Plan

Dorchester people object to having 2,000,000 gallons of gasoline and oil "dumped under their noses," Arthur B. Corbett of Dorchester, newly appointed secretary to Mayor-elect Curley, said yesterday at a City Hall hearing on a gas storage application.

Fully 100 Dorchester citizens protested against the plan of the North Lite Burner Corp. to locate several huge tanks above ground in the rear of 40 Hallet st. The street commissioners reserved decision.

Post 12/10/29

COURTHOUSE DEAL FLAYED

Says 'Sinister Influences' Are at Work ---Claims He Can Save City $4,000,000 in Costs

BY WILTON VAUGH

Charging that "neither the Mayor nor any member of the City Council could justify the burdening of the taxpayers with a debt of $5,000,000" for an addition to the court house building, Mayor-elect Curley last night urged Mayor Nichols and the City Council to adopt a new plan which he claimed could accommodate the needs of the city for the next 25 years at a cost of only $1,000,000.

Before the Curley messages had arrived at City Hall, the Council had adjourned for the day without taking any further action on the court house act, which it has declined to accept on three different roll calls.

CITES HOOVER'S APPEAL

The legislative act was labelled by the Mayor-elect as "the most gross character of injustice to the taxpayers of Boston that has been attempted in recent years." He declared that it would be rejected "unless the sinister influences that are said to be operating at the present time are successful."

When informed of the communication, Mayor Nichols, who had not received the letter addressed to him, stated that the charge of "sinister influences" was "surprising." He pointed out that the courthouse act has been supported by the bench, bar and building trades, and in the light of President Hoover's appeal for public works, the Mayor declared that further delay in the construction of the courthouse addition would be "unfortunate."

Urges State Purchase Land

Mayor-elect Curley voiced his favor of the suggestion made by Chairman Herbert Parker of the State tercentenary committee, who urged that a permanent memorial building should be erected for the Supreme Court in observance of the tercentenary.

While Chairman Parker suggested that the courthouse be placed on the State House grounds, Mayor-elect Curley urged that the land bounded by the State House and Beacon, Joy and Hancock streets be purchased by the State as a site for the State court's building and further additions to the State House.

$1,000,000 for Additions

Mayor-elect Curley declared that the Supreme Court, the Land Court, the Probation Commission and other State bodies be transferred from the county courthouse to the proposed State memorial courthouse, leaving the Pemberton square structure for the county and city courts, to which additions could be made at a cost of $1,000,000 that would meet the demands of the city and county for the next quarter-century.

The Mayor-elect contended that in fairness to the Boston taxpayers the State should build its own court house instead of forcing the city to spend 80 per cent of the $5,000,000 addition which is authorized under the law now awaiting favorable action by the City Council.

Although the State courts would receive most of the benefit from the new addition, the State would pay only 20 per cent of the cost, the Mayor-elect protested.

Mayor's Message Left Over

These arguments were used by the majority of the Councillors in defeating the adoption of the act on three successive occasions during the past few months, although Mayor Nichols had sent two long messages appealing for the acceptance of the act, and the Council had been bombarded with communications from the bar associations, labor organizations, court officials and jurists.

At yesterday's meeting Councillor Michael J. Ward of the Curley staff offered a motion that Mayor Nichols' message be withdrawn from executive committee to the floor of the Council for another defeat, but Councillor Robert Gardiner Wilson, Jr., of Dorchester, who has led the fight for the court house from the start, immediately leaped to his feet, moving the previous question, a motion to adjourn which had been offered by Councillor Thomas H. Green of Charlestown. By a big majority the Council voted to adjourn, leaving the Mayor's message for another day.

Curley Lauds Council's Action

Only three more meetings remain at which the Council may sway from its announced stand and approve the act. Unless the court house law is accepted by the City Council on or before Dec. 31, it cannot become effective. In that event it would be necessary for the Legislature to draw up a new act in January to authorize either the same plan or a new plan for relieving congestion on Pemberton Hill.

The action of the Council to date in rejecting the court house act was characterized by Mayor-elect Curley as "admirable service to the taxpayers of Boston," but this message had not arrived until the Council had adjourned. His three letters, one to Mayor Nichols, another to the City Council, and a third to Chairman Parker, will be delivered with this morning's mail.

Curley's Letter to Mayor

The communication to the Mayor and the City Council, in part, follows:

"Honorable Malcolm E. Nichols,
Mayor,
City Hall, Boston, Mass.
My dear Mr. Mayor:

"I beg to submit for your consideration copy of letter which I have this day forwarded to the chairman of the Tercentenary Commission, Honorable Herbert W. Parker.

"The bill recently enacted by the Legislature and based upon the report of the special commission directed to investigate the needs of the courts, etc., housed in the Suffolk County Court House, which is now pending before the Boston City Council, represents the most gross character of injustice to the taxpayers of Boston that has been attempted in recent years.

"The sound and most excellent recommendation made by the chairman of the Tercentenary Commission, Honorable Herbert W. Parker, for the establishment as a permanent memorial of a building to house the Supreme Court, while excellent, does not go sufficiently far in that a building erected to house the Supreme Court, the Land Court, the Social Law Library and the Commission of Probation would render it possible for Boston to conduct its county activities, the entire costs of which now are borne by the city, to provide not only for existing needs but the requirements of the next quarter of a century, through an expenditure of not in excess of one million dollars, that is provided the State were agreeable to assuming the obligations which should be properly borne by the Commonwealth.

"The City Council has rendered an admirable service to the taxpayers of Boston in refusing to sanction the bill for Court House improvements which, if enacted, would place a burden of five millions of dollars, and possibly a much larger sum, upon the city, when as a matter of fact, so far as the city is concerned, provided the State would make suitable provisions for the housing of what may properly be determined as State institutions, an expenditure of but one million dollars is all that Boston should be required to provide.

"I sincerely trust that the bill at present pending before the City Council, which has been three times rejected will be rejected today unless the sinister influences that are said to be operating at the present time are successful.

"In the event of rejection and the reintroduction to the General Court, in conformity with the suggestions here outlined, an equitable solution should be made of the vexatious problem that when settled should be settled equitably, there is no way in which either the Mayor of Boston or any member of the City Council of Boston can justify the burdening of the taxpayers with an obligation of five millions of dollars, when through an expenditure of one million by the city the city's needs can properly be provided for."

Letter to Chairman Parker

Mayor-elect Curley's letter to Chairman Parker follows:

Honorable Herbert W. Parker,
State House,
Boston, Mass.

cont'd

cntd POST 12/10/29

My dear Mr. Parker:

"I have read with much interest your report, made as chairman of the State tercentenary committee, and am in hearty accord with your views relative to the creation of a permanent memorial in keeping with the importance of the observance.

"Your suggestion that the Supreme Court be erected upon the State House grounds, I fear, is not sufficiently courageous, however, and would not permit of the character of memorial that is possible elsewhere. The properties adjoining the State House grounds and bounded by Joy street and Hancock street would possibly represent a wise investment. There is an absolute certainty that each year of delay will render more expensive the taking of this property which should have been taken years ago. The taking by the State of this property would not only give to the Commonwealth an exceptional and much needed setting for the State Capitol, but would permit from time to time the extensions that with the passing of the years must inevitably take place.

"There is no valid reason why the city of Boston should continue to provide quarters for institutions that represent strictly State functions, and if the Suffolk County courthouse were relieved of the Supreme Court, the Land Court, the Commission on Probation and the Special Law Library, all of which could be located in a suitable memorial building upon a portion of the plot bounded by Hancock, Joy and Beacon streets, adjoining the State House, it would be possible for the city of Boston, through an expenditure of not in excess of one million dollars, to make such changes in the Suffolk County courthouse as to provide for the requirements of at least the next quarter of a century."

Comments of Nichols

Commenting on the Curley message, Mayor Nichols said last night:

"The extreme need of an extension to the court house has been long recognized and the bill now before the City Council has been strongly recommended by the bench, bar and the general public. Immediate construction of public works of this nature has been urged by the President of the United States, whose progressive programme has received universal support. There are thousands of men in the building trades seeking work and they would receive the benefit coming from immediate favorable action upon this measure whose period of acceptance expires during the current year.

"My recommendations to the City Council have been based upon an extensive study of this whole question by a competent commission which reported three plans, none of which are covered by suggestions recently made. There have been set forth the strongest public reasons conceivable for the acceptance of the legislative act and I believe that after many years of discussion further delay would be unfortunate. In view of the foregoing situation, a charge of sinister influences is surprising."

GLOBE 12/10/29

DORCHESTER PLANNING FOR COMMUNITY NEEDS

List of Desired Public Improvements to Be Given Mayor-Elect Curley by Board of Trade

An aggressive and active program for community needs in the way of better streets, a public hospital, health units, auditorium, housing of more industries and general stimulation to business, will be presented to Mayor-Elect James M. Curley shortly before he takes office, by the Dorchester Board of Trade.

This is the first progressive step ever taken in Dorchester to meet the demand for public improvements, a list of which has been submitted by committees comprising members from every section of Dorchester. The program of Dorchester's needs will be presented early enough so that Boston's next Mayor, during his four-year term, can make plans in the budgets for money sufficient to finance the improvements.



JOHN J. DAILEY
Secretary Dorchester Board of Trade

The Dorchester Board of Trade, which has a membership of more than 300 business men, anticipates the biggest year of its existence in 1930, and has arranged to issue monthly bulletins on its aims and accomplishments.

The organization has taken up with the present Mayor the matter of resurfacing Dorchester av from Columbia road to Dorchester Lower Mills, from Grove Hall to River st and Massachusetts av, from Southampton st to Edward Everett sq, in order that these streets may be in presentable condition for the tercentenary celebration.

The district committee of the organization is formulating plans to have the Art Commission and Public Grounds Department carry out their promise to have the statue of Edward Everett removed from the plot in Edward Everett sq to a plot east of its present location.

New buses for increased transportation have been discussed with Edward Dana, manager of the Elevated, and new buses to replace the dilapidated buses have been asked for. The Trade Board is anxious to secure adequate bus facilities in all sections of Dorchester.

Anticipating a great commercial expansion, the Board of Trade through its industrial committee is making arrangements to publish a map showing industrial locations in the entire district and along the water front so that in the event of inquiry for such a site it can be pointed out readily.

Secretary John J. Dailey predicts that Dorchester is in for much commercial development.

Exhaustive Study

Mr Dailey, an expert on real estate and an assessor, has made an exhaustive study of labor and industrial conditions in Dorchester, and is constantly in touch with the growth of the district and prosperity of business.

As an indication of the future growth of Dorchester, he pointed out that the city of Boston, through its Transit Commission, on its development plan, has expended approximately $12,000,000 up to date, and that the city has paid the State nearly $600,000 for the development of the Southern Artery.

The Old Colony Boulevard, another main artery of travel, connecting the North and South Shore, is another beacon light, he claims. "Dorchester has the best labor market of any community in the United States," he says.

A delegate representing the board will attend the United States census of manufacturers and distribution conference at the Boston Chamber of Commerce on Jan 4.

A committee has been appointed by the board, headed by N. Winthrop Robinson, to represent the organization in the 1930 tercentenary celebration exercises. An attractive and interesting program is being arranged for Dorchester's part in the celebration, and markers will be placed on historic spots. It is expected that "welcome" signs will be erected on the main arteries entering Dorchester.

HERALD 12/11/29

MAYOR HITS MORE DELAY OVER COURT

Replies to Curley on Latter's State Land Move

DEMANDS ACTION AT ONCE ON BUILDING

Says Cost of Separation Would Be Over $5,000,000

CURLEY SAYS MAYOR "NOT CONVINCING"

Commenting on Mayor Nichols' reply to him in the $5,000,000 courthouse controversy, Mayor-elect Curley at his Jamaicaway home last night said: "The Mayor's letter, while voluminous, is not convincing.

"There is no logical reason, and none has been presented, why Boston should assume such a burden for the State," he said. "The accepting of the pending courthouse act by the city government would result in an imposition of $4,000,000 on the taxpayers of Boston, who should not be obliged to shoulder this load."

BY WILTON VAUGH

Mayor Nichols last night insisted that the city should approve the court house act without delay and immediately start the construction of the proposed $5,000,000 building in a letter sent to Mayor-elect Curley, dismissing the latter's plan for a tercentenary memorial building for the State courts at a saving of $4,000,000 to the taxpayers as "a new element added to a six-year-old discussion which has not yet produced a court house."

The Mayor protested that his successor's proposal was based on the assumption that the State would assume the cost of erecting a memorial building next to the west wing of the State House instead of paying only 20 per cent of the bill for the building addition now planned for the Suffolk County courthouse.

Great opposition to the separation of the Supreme Court from the other courts has been recorded in the past by the bench and bar because they insisted that all the courts should be in a single building for the expedition of business and the convenience of the public, the Mayor contended.

He declared that studies made by court house commissions indicated that a sum far in excess of $1,000,000 would be needed to provide additional facilities for the county courts, even if the State were to build a memorial structure for the Supreme Court and other State courts. Division of the courts would entail an expenditure by the city and State far in excess of $5,000,000, the Mayor claimed.

The Mayor-elect had stated in his letter to the Mayor that if the State constructed a building at Beacon, Joy and Hancock streets for the Supreme and Land courts and the Social Law Library and the Probation Commission, the city would have to spend only $1,000,000 on the old courthouse building to meet the demands of the county and city for the next quarter century, thereby saving $4,000,000 of the cost of the building authorized in the present legislative act now awaiting the approval of the City Council before it can become effective.

Mayor Nichols complained that he had fought bitterly before the State would agree to pay even 20 per cent of the $5,000,000 under the proposed law, and he warned that past experience indicated that if the present act is defeated by the Council the State would not give the city a better bargain next year.

The Mayor declared that he felt it his "duty" to urge favorable action by the City Council on the Court House act, explaining that if adopted he believed that the Court House Commission to be appointed "may be trusted to proceed wisely and economically with this much needed improvement."

"Should Not Hesitate Longer"

He declared that he would be glad to suggest the Mayor-elect's plan to the Court House Commission and insisted that Mr. Curley as Mayor will "be in a position to make such suggestions as may seem desirable" next year. "The city should not hesitate longer to proceed with the work, particularly at a time when conditions were never better to conduct building operations and relieve the distress due to unemployment," said the Mayor.

His reply to Mayor-elect Curley, in part, follows:

"Your letter, while admitting the need of additional court house facilities, suggests a plan quite different from the one contained in Chapter 368 of the Acts of 1929, providing for additional court house accommodations in Suffolk County and you make reference in your letter to Mr. Parker to the suggestion contained in the report of the Tercentenary Commission of a memorial building on that part of the State House grounds where the statute of General Nathaniel P. Banks now stands. It was proposed that this memorial building include, among other things, accommodations for the Supreme Judicial Court.

"You approve of the suggestion of Mr. Parker, but state that it might include also the Land Court, the Social Law Library and the Commission on Probation, and you suggest instead of the location designated by him one on the westerly side of the State House upon the portion of the plot bounded by Hancock, Joy and Beacon streets.

"Never Offered Before"

"I do not believe that it is ever too late to entertain a new suggestion of value, but may I point out to you that the plan you propose has so far as I know never been set forth in all the years of discussion on additional accommodations for the court house until now.

"Your position is far from being in agreement with Mr. Parker upon this matter and is based upon the possibility that the much desired relief depends upon the State being agreeable to assume the obligations of the memorial building containing the extended courthouse facilities which you propose, rather than bearing 20 per cent of the obligations in the present courthouse act. Again, I am not prepared to say that this is out of the question, but I think it reasonable to point out that a new element has been added to a discussion already six years old which has not yet produced a courthouse. It is also clear that Mr. Parker's suggestion of separate accommodations for the Supreme Court will be withdrawn in the event that Chapter 368 is accepted by the city of Boston.

"It appears from the reports made that there is great opposition to a separation of the Supreme Court from the other courts, that its location in the same building with the other courts tends to expedite business and better serves the convenience of litigants and counsel.

"It also appears from the studies made that one of the most pressing and urgent demands for larger quarters comes from the extremely congested condition of those now available for the Superior Court.

"It is perhaps true that all of the courts could be placed in separated quarters but such a plan would run against the findings of years spent in studying this difficult problem. Your plan states the sum of $1,000,000 as sufficient to provide for all facilities with the exception of the four functions to be separated, but the findings of the 1928 commission indicate a sum so far in excess of $1,000,000 as to warrant the belief that a separation of functions would entail a cost upon State and city of a sum far in excess of $5,000,000.

"In view of the many years of study authorized by the legislature by the best minds available and in view of the constantly increasing need for additional facilities which have now almost reached the breaking point, I do not believe the city should hesitate longer to proceed, particularly at a time when conditions were never better to conduct building operations and relieve the distress due to unemployment, all of which has been well pointed out by the President of the United States.

"Very sincerely yours,
"MALCOLM E. NICHOLS, Mayor."

HERALD 12/11/29

MAYOR DEFENDS COURTHOUSE ACT

Tells Curley New Plan Inadequate—Urges Quick Action

DENIES SAVING CAN BE EFFECTED

By CHARLES A. COYLE

Disposing of Mayor-elect James M. Curley's plan to have the state build a memorial building to house the state departments now in the Suffolk county courthouse at a saving to the city of approximately $4,000,000, as "a new element added to a discussion already six years old which has not yet produced a courthouse," Mayor Nichols last night in a letter addressed to the mayor-elect, insisted that the present act should be accepted, and work on the addition started at once.

In contrast to the Curley plan, which states the sum of $1,000,000 is sufficient to provide for all facilities with the exception of the four state functions to be separated, Mayor Nichols points out that the findings of the 1928 commission "indicate a sum so far in excess of $1,000,000 as to warrant the belief that a separation of functions would entail a cost upon state and city of a sum far in excess of $5,000,000."

DIFFERENCE IN PLANS

Mayor Nichols also points out that the plan set forth by Mayor-elect Curley differs from the plan submitted by Chairman Herbert Parker of the Massachusetts Bay tercentenary committee who proposed that the state erect a memorial to house only the supreme court, saying nothing about the other three state departments now in the courthouse, the commission on probation, the land court and the social law library.

He argues that the Curley plan depends almost entirely on the state being agreeable "to assume the obligations of the memorial building containing the extended courthouse facilities, rather than bearing 20 per cent. of the obligations in the present courthouse act."

He again calls attention to the present conditions at the courthouse which he declares are pronounced by judges and lawyers and the general public as deplorable and unbearable and adds that "experience does not give great promise of a better apportionment of cost between the city and state than the present act."

"The mayor's letter while voluminous, is in no sense convincing," Mayor-elect Curley declared last night after being informed of the Nichols epistle.

"There is no logical reason and none has been presented," he continued, "why Boston should assume this burden for the state. The acceptance of the pending legislative act will result in an imposition of $4,000,000 upon the taxpayers of Boston who should not be obliged to shoulder this load."

Mayor Nichols's letter follows:

Dear Mayor-elect Curley:

I beg to acknowledge receipt of your letter under date of Dec. 9 with which you forward for my consideration a copy of the letter which you state has been sent to the chairman of the tercentenary commission, Hon. Herbert Parker.

Your letter, while admitting the need of additional court house facilities, suggests a plan quite different from the one contained in chapter 368 of the acts of 1929 providing for additional court house accommodations in Suffolk county and you make reference in your letter to Mr. Parker to the suggestion contained in the report of the tercentenary commission of a memorial building on that part of the State House grounds where the statue of Gen. Nathaniel P. Banks now stands. It was proposed that this memorial building include among other things accommodations for the supreme judicial court. You approve of the suggestion of Mr. Parker but state that it might include also the land court, the social law library and the commission of probation, and you suggest instead of the location designated by him one on the westerly side of the State House upon the portion of the plot bounded by Mt. Vernon, Joy and Beacon streets.

I do not believe that it is ever too late to entertain a new suggestion of value but may I point out to you that the plan you propose has, so far as I know, never been set forth in all the years of discussion on additional accommodations for the court house until now.

It is interesting to note that in the voluminous reports made by the two commissions to the Legislature special mention is made of the social law library which you propose be placed in a memorial building on the westerly side of the State House. This library was organized in 1804 and was placed in the courthouse at the request of the justices of the court of sessions over a hundred years ago. Afterward, when the new courthouse was built is was given suitable accommodations there, and has been there ever since. In the opinion of both these commissions, it ought to remain there.

There have been for years bills filed in the Legislature for the construction of courthouse facilities. An examination of these bills will indicate the tendency to have the entire cost placed upon the county of Suffolk, and therefore borne by the city of Boston. During my term as mayor I have tried in every way possible to secure an apportionment of the cost and have proposed that the city should bear no more than 66 2-3 per cent. The apportionment contained in chapter 368 of 80 per cent. by the city was obtained only after a protracted discussion. Whether a more favorable apportionment could ever be secured I am not prepared to say, but certainly experience does not give great promise. Meanwhile the conditions at the courthouse have steadily grown worse and are pronounced by judges and lawyers, and the general public, as deplorable and unbearable.

For this reason an emergency preamble was attached to chapter 368 of the acts of 1929.

Your position is far from being in agreement with Mr. Parker upon this matter and is based upon the possibility that the much desired relief depends upon the state being agreeable to assume the obligations of the memorial building containing the extended court house facilities which you propose, rather than bearing 20 per cent. of the obligations in the present court house act. Again, I am not prepared to say that this is out of the question, but I think it reasonable to point out that a new element has been added to a discussion already six years old which has not yet produced a court house. It is also clear that Mr. Parker's suggestion of separate accommodations for the supreme court will be withdrawn in the event that chapter 368 is accepted by the city of Boston.

Chapter 368 gives the commission authority to spend a sum not exceeding $5,000,000 for further court house accommodations including the following: "For the construction of such alterations, extensions, additions and/or units, together with such remodeling and alterations of the present court house building, as shall have been determined to be necessary as aforesaid, in order properly to house the superior, municipal and juvenile courts and clerks' offices, the probate court, the registry of probate, registry of deeds, the offices of the district attorney and the sheriff of said county, the social law, library, the supreme judicial court, the land court, the reporter of decisions, the commission on probation and the board of bar examiners, and adequately to accomoate all other services and facilities incidental thereto and needful for the prompt and effective administration of justice and the despatch of public business.

NEED IS MORE EXTENSIVE

It will thus be seen that the need is much more extensive than its relation to the four activities which you have in mind to be located west of the State House. Furthermore, it appears from the reports made that there is great opposition to a separation of the supreme court from the other courts, that its location in the same building with the other courts tends to expedite business and better serves the convenience of litigants and counsel.

It is my opinion that a commission, one to be appointed by His Excellency the Governor, one by the chief justice of the supreme judicial court and one by the mayor of Boston may be trusted to proceed wisely and economically with this much needed public improvement. I therefore feel that it would be preferable for the city of Boston to accept chapter 368 and if the same is accepted I should be very glad to recommend to the commission when appointed a careful consideration not only of the plans already suggested, but of any other plans that may be presented to it, particularly that which you outlined in your letter to me. I am also not unmindful of the fact that as the next mayor of Boston you will be in a position to make such suggestions as may seem to you desirable.

In view of the many years of study authorized by the Legislature of the best minds available and in view of the constantly increasing need for additional facilities which have now almost reached the breaking point, I do not believe the city should hesitate longer to proceed, particularly at a time when conditions were never better to conduct building operations and re-

cont'd

Contd HERALD 12/11/29

lieve the distress due to unemployment, all of which has been well pointed out by the President of the United States.

I have therefore as chief executive of the city felt it my duty to present to the city council for its favorable action this measure providing for a public undertaking of great necessity, authority for which lapses if there is no acceptance during the current year.

I am quite sure that you will not differ with me in this basic thought and I am very much obliged to you for this opportunity for a frank exchange of views.

Very sincerely yours,
MALCOLM E. NICHOLS, mayor.

HERALD 12/11/29

TIME TO ACT

It is better by far to accept the bill passed by the last General Court for an improved Suffolk County Court House than to take chances on getting anything as good in the indefinite future. Back of this conclusion lie these facts: The need for enlarged accommodations has existed for years and become more acute year by year and month by month. For four years commissions wrestled with the problem and proposed several plans. Various bills were offered in the General Court but none satisfied the several parties in interest, the city, the county, the state, the bench and the bar, until the present measure was adopted as a compromise on which all the parties might be able to agree.

This measure now awaits only the acceptance of the City Council in order to become effective. It creates a commission of three members, one each to be named by the Mayor, the Governor, and the Chief Justice of the Supreme Judicial Court, with authority to expend $5,000,000, to be furnished one-fifth by the State and four-fifths by the city, in the enlargement of the present quarters, the alterations or additions to be made within certain boundaries defined, and all contracts and decisions to be approved by the Governor and the Mayor. The men who have given this matter the most patient and careful study, including many who are eminent both as judges and practitioners, and not omitting the leaders of the local labor unions, are practically unanimous in favor of this plan.

It is not probable that a Democratic Mayor could get such favorable terms from a Republican Legislature as a Republican Mayor has been able to obtain. There is no certainty that Mr. Curley's proposed site, bounded by Beacon, Joy and Hancock streets, would be acceptable to the Legislature. Recently there was a vigorous debate in relation to the purchase of that property for State purposes, but nothing was done. Since then, the Unitarian Association has erected a beautiful building on the portion of the tract nearest to the State House, and the difficulties of obtaining the land would be greater than previously. Nor is it certain that the sum named by Mr. Curley as sufficient would actually cover the cost.

It is necessary to make a choice. We may accept a definite, well-considered plan which, notwithstanding any defects, is the best obtainable and workable immediately. Or we may delay, wait upon the Legislature again and go again through the long processes of hearings and postponements, with the hope that eventually we may obtain something. We have waited a long time already.

TRAVELER 12/11/29

Curley Sets New Snag for Courthouse Bill

Mayor-Elect, in Letter to Council, Terms the Project "Gross Misjustice" to Taxpayers —Sees $4,000,000 Waste for City

The question of acceptance of the present courthouse bill by the city council ran against another snag when Mayor-Elect Curley sent a letter to the mayor and the members of the council declaring that the bill has "the most gross character of injustice to the taxpayers of Boston that has been attempted in recent years."

At the same time Curley set forth a plan which he says would save the city approximately $4,000,000. The present bill authorizes the city to build an extension to the present courthouse at a cost of $5,000,000. Of this, 80 per cent. is to be borne by the city and 20 per cent. by the state.

The action of the mayor-elect on the day when the council was expected to vote on the question of acceptance of the bill created a stir in political circles. "I sincerely trust," Curley's letter read, "that the bill at present pending before the city council, which has been three times rejected, will be rejected today unless the sinister influences that are said to be operating at the present time are successful."

The mayor-elect also sent a letter to Herbert Parker, chairman of the Massachusetts Bay tercentenary committee, in which he suggested the taking by the state of the property bounded by Joy, Mount Vernon and Beacon streets and the erection by the commonwealth of a permanent memorial to house the supreme court, the Massachusetts land court, the probation commission and the law library.

He declared there is no valid reason why the city should continue to provide quarters for institutions that represent strictly state functions. Curley's letter to Chairman Parker also said that, "through an expenditure of not in excess of $1,000,000, it would be possible for the city to make such changes in the present court house as to provide for the requirements of the next quarter of a century."

Through a misunderstanding, Curley's letter to Nichols, the city council and Chairman Parker failed to reach the proper destination and the members of the city council were unaware of it while they were in session.

Mayor Nichols, when informed of the letter said he had not received it and declared that in view of the demands of bench and bar, labor organizations and the general public, "a charge of sinister influence is surprising."

TRAVELER 12/13/29

Another Kenmore Square



THE latest plan proposed for the relief of traffic congestion at Forest Hills suggests an underpass at the Arborway and Washington street.

The grade there is steep enough as it is. An underpass would be very dangerous, besides throwing it into Stony Brook, which goes under Washington street at that point. The expense of diverting or syphoning the brook would not be worth while. Better to make an overpass, above the New Haven and Boston Elevated tracks.

Mayor-Elect Curley gave a fine suggestion when he urged that the "island" be torn down and made into an open square. The island is a block of old buildings bounded by Washington street, Hyde Park avenue and Lower Walk Hill street.

The new road to go along by the Arboretum and into Roslindale may prove a wise move but we doubt it. Not a single taxable house can be built along it and it will dump traffic into a bottle neck at Roslindale. A real move could be made inexpensively by making an underpass under the New Haven road from the corner of St. Ann street and Asticou road, through to Washington street.

POST 12/13/29

HULTMAN NOT HEAD OF POLICE

12/13

Will Stay on Present Job Till Curley Fires Him

Denials from all sides came last night of rumors that Fire Commissioner Hultman was to succeed Herbert A. Wilson as police commissioner and that Wilson was to be appointed to the newly created $12,000 berth as superintendent of school buildings.

Police Commissioner Wilson, Fire Commissioner Hultman and Mayor Nichols were among those to issue denials of the story which had gained wide circulation throughout the day.

CURLEY OBJECTS

Mayor-elect Curley also entered the discussion last night, when he said that he would fire Hultman about the first thing after he took office. He also said that if a new commissioner is appointed by Mayor Nichols, he would discharge him, too, and he stated that if any fire captains and lieutenants are promoted before he is inaugurated, they will be demoted immediately.

Mr. Curley believes he should have the say on fire department matters, and not the retiring Mayor.

Chairman Richard H. Lane of the new schoolhouse department stated last night that no selection has been made for the superintendent's job. Asked if the names of Hultman and Wilson were being mentioned for the coveted position he said that there are at least 60 aspirants for the job. He declined to name any of them.

Another rumor which gained wide circulation yesterday, but which could not be checked in any official source last night, was that Police Commissioner Wilson would be named as successor to Civil Service Commissioner Elliot H. Goodwin, whose term is up and whose administration has been under fire.

The only one of yesterday's many rumors which was confirmed in official circles was that of a coming shakeup in the fire department.

Fire Commissioner Hultman declined to comment on the matter but Mayor Nichols admitted that he has received the resignations of a captain and four lieutenants. He said he plans to make promotions to two captains and six lieutenants in the fire department within a few days. He denied, however, that there will be any unusual shakeup, despite rumors to that effect in the department.

Hultman's Statement

Fire Commissioner Hultman said, "It is my intention to remain on the job until someone is appointed to take my place."

When asked if he were going to become police commissioner, Hultman replied that the position had not been offered to him.

"I have been so embarrassed of late by having people ask me if I was going to be the next police commissioner that I am almost tempted to say that I would not take the job if it were offered to me," Mr. Hultman said.

"I do not wish to say that, however," the commissioner added, "because I am not sure that I would not want to be police commissioner sometime."

The position has not been offered to him, however, the commissioner continued, and whehter or not he would accept it if it were offered he is not prepared to say. His decision to accept the position of fire commissioner when it was offered to him four years ago, he said, was made within a half-hour. If he should be called upon to make a similar decision regarding the position of police commissioner, he declared, it would be made just as quickly. "But whether that decision would be made in the affirmative or not, I do not know."

No Resignation, Says Mayor

Mayor Nichols stated last night that he had not received the resignation of Fire Commissioner Hultman and declared that he had heard nothing about it.

Yet the rumor pervaded in political circles that Fire Commissioner Hultman would take the place of Police Commissioner Wilson and that the latter would get the school job. The police commissioner served as city building commissioner during the Peters' administration, following his service in the State Senate. Wilson, Hultman and Louis K. Rourke are known to be under consideration for the school position.

HERALD 12/14/29

Curley After His Political Scalp



EUGENE C. HULTMAN

HERALD 12/13/29

CURLEY WILL 'FIRE' HULTMAN IN FIRST WEEK IN CITY HALL

12/13

Mayor Elect Adds He'll Cancel 11th Hour Promotions by Nichols

MAYOR PROMPTLY MEETS CHALLENGE

Will Act As He Sees Fit—Successor Can Do Same When in Office

Mayor-elect James M. Curley tersely served notice last night that he would revoke any important changes in the Boston fire department made by Mayor Malcolm E. Nichols in the few days remaining of the Nichols administration and also announced that he would immediately replace Fire Commissioner Eugene C. Hultman if he was in office when Mr. Curley became mayor.

Much aroused, Mayor-elect Curley said he had heard of a plan to find a new position for Hultman so Chief Daniel F. Sennott could be made fire commissioner, and follow these changes with a series of important promotions all along the line. Assistant Chief Henry A. Fox has been in line for Sennott's position. Hultman has recently been mentioned for several positions.

"It makes no difference if Commissioner Hultman resigns or not," said Mr. Curley last night.

"If he is still holding the job when I go into office, I shall replace him during my first week at City Hall. I shall also demote every officer who receives a higher grade and reduce their salaries to what they were before promotion."

NICHOLS RETORTS

Mayor Nichols immediately accepted the Curley challenge. In a statement virtually telling the mayor-elect to mind his own affairs, he announced his determination to make such promotions as he thought best for the city service and advised Mr. Curley to keep cool and patient.

The Nichols statement follows:

My distinguished predecessor and successor is worrying needlessly about matters which are not yet his official concern. I shall make such appointments and promotions in pay and position as I deem requisite for the good of the municipal service and after he has taken office his opportunity will then come to act as he may think best.

So let him keep cool and above all be patient.

What the mayor-elect said about the fire department, also goes for other city departments, it was understood. He refused to explain his statement about his readiness to "fire" Hultman but hinted he might have more to say later about the conduct of the fire department under the Nichols administration.

Mr. Curley was plainly angered by reports reaching him that before the Nichols administration goes out of power there will be wholesale promotions, salary increases and transfers with a view to rewarding supporters of the mayor before Curley gets back into office. Those who accept such 11th hour favors, he warned, will have to account to him.

This is the third time the mayor-elect has come into conflict with Mayor Nichols since he was elected. He took issue with the mayor over the East Boston vehicular tunnel plans and next asked the city council to stand firm against the mayor in accepting the legislative act for an enlarged Suffolk county courthouse.

The plan for a fire department shake-up just before he goes into office impresses the mayor-elect, he said, "as an exhibition or extremely bad taste and impropriety."

"I have heard," he added, "that an effort is being made to find a place for the fire commissioner in some other position and that it is the intention to make the chief of the department the next commissioner.

"It seems to me that it is in extremely poor taste to load down the fire department on the eve of passing of the present administration by the promotion of 30 to 40 officers to higher grades. If this is carried out I will take care of the matter when I come into office."

He would not discuss his nominee to succeed Hultman, if that official was still commissioner when he was inaugurated. This he said he could not do with propriety at this time.

As to the reported resignation of Com. Hultman, Mayor Nichols denied last night that he had received it, and said he had done nothing about it, in spite of rumors prevalent about municipal headquarters yesterday.

The mayor admitted that he had received retirement papers of a fire captain and of four lieutenants, and that another captaincy, made vacant by the death of Florence Sullivan recently, will be filled. He said that he would appoint two new captains, six lieutenants, as well as select a number of men from the eligible list as privates. He denied that there would be any attendant with the promotions, but simply the regular [illegible] promotions.

RECORD 12/14/29

GOW DENIES HE'LL QUIT P. O. FOR NEW POST

Postmaster Charles R. Gow denied yesterday rumors that he intended to resign his post to accept that of superintendent of schoolhouse construction at $12,000 yearly.

Gow said that if he ever quit his present job he would not re-enter public life but would return to his own private business.

His statement spikes reports which flooded the city, and caused widespread comment that he would resign to take up the schoolhouse position, and that the retiring Mayor Nichols would step into the postmaster's job.

As rumors flew thick and fast between the old and incoming regime, the case of Fire Commissioner Hultman drew attention.

To the threat ascribed to Mayor-elect Curley that he wuold replace Hultman when he assumed office, the fire commissioner remained silent.

POST 12/14/29

NICHOLS AND CURLEY MUM

Mayor Nichols and Mayor-elect Curley maintained silence yesterday in regard to the reports that Fire Commissioner Hultman would resign to become police commissioner.

"I have nothing more to say," stated the Mayor-elect last night. And the Mayor echoed those sentiments.

POST 12/14/29

PARKER REPLIES TO MAYOR-ELECT

Herbert Parker, chairman of the State Tercentenary Commission, yesterday replied to Mayor-elect Curley's suggestion that he support plans for State purchase of the land bordered by the State House, Beacon, Joy and Hancock streets, for purposes including erection of a memorial muilding to house the Supreme Judicial Court.

In his reply, Chairman Parker simply stated that until the Legislature had had an opportunity to act on the State commission's own recommendation, which included erecting a memorial building on the State House grounds near the Banks statue, it seemed unwise to the commission to act further or take sides in controversy over the matter.

GLOBE 12/13/29

MAYOR NICHOLS TELLS CURLEY TO KEEP COOL AND BE PATIENT

Says He Will Make Such Raises As He Deems Advisable

With regard to statement of Mayor-elect James M. Curley that he would nullify important promotions in the Fire Department made in the closing days of the Nichols administration, Mayor Malcolm E. Nichols last night made the following statement:

"My distinguished predecessor and successor is worrying needlessly about matters which are not yet his official concern. I shall make such appointments and promotions in pay and position as I deem requisite for the good of the municipal service and after he has taken office his opportunity will then come to act as he may think best.

"So let him keep cool and, above all, be patient."

AMERICAN 12/13/29

CURLEY TO FIRE NICHOLS 'PETS'

Mayor-Elect Warns That Even Last-Hour Promotions Would Be Short-Lived

If there are to be any changes in the Boston fire department, or any other city office, in fact, Mayor-elect James M. Curley is going to rule on such appointments or promotions.

That is the warning that flashed through City Hall circles today as an aftermath to rumors that Fire Commissioner Eugene C. Hultman and Police Commissioner Herbert A. Wilson would resign before the end of the year.

Of course Mayor Nichols can make any appointments of promotions he likes in the last days of his administration. The mayor-elect knows this full well, but the Curley message warned that all such appointments or promotions would be wiped out immediately after James Michael again takes up the reigns of office.

URGES CURLEY BE COOL

Asked about the statement of Mayor-elect Curley that he would nullify important promotions in the fire department made in the closing days of the Nichols administration, Mayor Nichols made the following statement:

"My distinguished predecessor and successor is worrying needlessly about matters which are not yet his official concern. I shall make such appointments and promotions in pay and position as I deem requisite for the good of the municipal service and after he has taken office his opportunity will then come to act as he may think best.

"So let him keep cool and, above all, be patient."

In announcing that he would revoke any appointments or promotions that Mayor Nichols should make in the next few weeks, Mayor-elect Curley centered his fire especially on Fire Commissioner Hultman.

"WARNS" HULTMAN

"It makes no difference if Commissioner Hultman resigns or not," said Curley.

"If he is still holding the job when I go into office, I shall replace him during my first week at City Hall. I shall also demote every officer who receives a higher grade and reduce their salaries to what they were before promotion."

Mayor-elect Curley said he had heard of a plan to find a new position for Hultman so Chief Daniel H. Sennott could be made fire commissioner, and follow these changes with a series of important promotions all along the line. Assistant Chief Henry A. Fox has been in line for Sennott's position.

What the mayor-elect said about the fire department also goes for other city departments, it was understood. He refused to explain his statement about his readiness to "fire" Hultman, but hinted he might have more to say later about the conduct of the fire department under the Nichols administration.

CALLS PLAN POOR TASTE

Curley was plainly angered by reports reaching him that before the Nichols administration goes out of power there will be wholesale promotions, salary increases and transfers with a view to rewarding supporters of the mayor before Curley gets back into office. Those who accept such 11th hour favors, he warned, will have to account to him.

The plan for a fire department shakeup just before he goes into office impresses the mayor-elect, he said, "as an exhibition of extremely bad taste and impropriety."

"I have heard," he added, "that an effort is being made to find a place for the fire commissioner in some other position and that it is the intention to make the chief of the department the next commissioner.

"It seems to me that it is in extremely poor taste to load down the fire department on the eve of passing of the present administration by the promotion of 30 to 40 officers to higher grades. If this is carried out I will take care of the matter when I come into office."

SILENT ON NOMINEE

As to the reported resignation of Commissioner Hultman, Mayor Nichols denied that he had received it, and said he had done nothing about it, in spite of rumors prevalent in city hall circles.

The mayor admitted that he had received retirement papers of a fire captain and of four lieutenants, and that another captaincy, made vacant by the death of Florence Sullivan recently, will be filled.

He said that he would appoint two new captains, six lieutenants, as well as select a number of men from the eligible list as privates. He denied that there would be any shake-up attendant with the promotions, but simply the regular shifting accompanying promotions.

HULTMAN NOT TO RESIGN

"It is my intention to remain on the job until someone is appointed to take my place," Hultman said.

Asked if he were going to become police commissioner, Hultman replied that the position had not been offered to him.

"I have been so embarrassed of late by having people ask me if I was going to be the next police commissioner that I am almost tempted to say that I would not take the job if it were offered to me," Hultman said.

"I do not wish to say that, however," the commissioner added, "because I am not sure that I would not want to be police commissioner sometime."

The position has not been offered to him, however, the commissioner continued, and whether or not he would accept it if it were offered he is not prepared to say.

His decision to accept the position of fire commissioner when it was offered to him four years ago, he said, was made within a half-hour. If he should be called upon to make a similar decision regarding the position of police commissioner, he declared, it would be made just as quickly. "But whether that decision would be made in the affirmative or not, I do not know."

TRAVELER 12/13/29

CURLEY AND NICHOLS INROW OVER FIRE HEADS

Any important changes in the fire department made by Mayor Nichols in the remaining days of his administration will be revoked by Mayor-elect Curley when he takes over the position, according to a statement made by the latter.

The notice served by Curley came as a result of a report that Fire Commissioner Eugene C. Hultman had resigned and that it was probable another position for him would be found.

WILL FIRE HULTMAN

Another report had it that the plan to find another position for Hultman was in order to promote Fire Chief Daniel F. Sennott to the office of fire commissioner.

Assistant Chief Henry A. Fox has been in line for Sennott's position, and Hultman has recently been mentioned for several positions. The mayor-elect has announced that he would remove Hultman if the latter is in office when Curley assumes office.

KEEP COOL, SAYS NICHOLS

The mayor-elect also made it plain that he would demote every officer who receives a higher grade and reduce their salaries to what they were before promotion. Also that this goes for other city departments.

Mayor Nichols, in reply, advises Curley to keep cool and patient. The statement from the mayor follows:

"My distinguished predecessor and successor is worrying needlessly about matters which are not yet his official concern. I shall make such appointments and promotions in pay and position as I deem requisiite for the good of the municipal service, and after he has taken office his opportunity will then come to act as he may think best.

"So let him keep cool, and, above all, be patient."

The mayor-elect evidently was not pleased with the reports about wholesale promotions and salary increases before the Nichols administration ends. Those who accept eleventh-hour favors, he warned, will have to account to him. He declared the plan for a fire department shake-up just before he goes into office is "an exhibition of extremely bad taste and impropriety." He would not discuss who the successor of Hultman would be, declaring he could not do so with propriety at this time.

POSTMASTER RUMORS

Mayor Nichols said he had not received the resignation of Hultman and had done nothing about it. He admitted he had received retirement papers of a fire captain and four lieutenants, and that another captaincy made vacant by the death of Florence Sullivan will be filled.

He denied there would be a shake-up, but simply the regular shifting accompanying promotions.

There is a rumor current that Postmaster Charles R. Gow might be asked to take the $12,000-a-year position of supervising schoolhouse construction, and that Mayor Nichols would succeed Gow as postmaster.

It was admitted that Gow's name had been suggested as a possible selection for the position. At the same time, friends of the mayor insisted that he is not interested in the Boston postmastership.

TRANSCRIPT 12/13/29

Curley Warns Nichols About Promotions

12/13

Would Remove Hultman and Nullify All Fire Department Changes

Rumors that have persisted for the last two weeks concerning drastic changes in the fire department led Mayor-Elect Curley to issue a warning to Mayor Nichols that not only would he remove Fire Commissioner Eugene C. Hultman if he remained in that position on Jan. 6, but that he would nullify all promotions that the present mayor might make in the closing hours of the present administration.

Mayor Nichols had previously admitted to the press that it was his intention to act on the retirement papers of a fire captain and of four lieutenants and that another captaincy made vacant by the death of Florence Sullivan will be filled. Such promotions would mean the selection of men from the eligible lists for privates.

Mr. Curley's statement attracted the following reply from Mayor Nichols:

"My distinguished predecessor and successor is worrying needlessly about matters which are not yet his official concern. I shall make such appointments and promotions in pay and position as I deem requisite for the good of the municipal service and after he has taken office his opportunity will then come to act as he may think best. So let him keep cool and above all be patient."

Fire Commissioner Hultman disclosed his intention to remain on the job until someone is appointed to take his place, despite the story which has been repeatedly heard that he intended to resign this month.

When asked if he were going to become police commissioner, Hultman replied that the position had not been offered to him.

"I have been so embarrassed of late by having people ask me if I was going to be the next police commissioner that I am almost tempted to say that I would not take the job if it were offered to me," Mr. Hultman said.

"I do not wish to say that, however," the commissioner added, "because I am not sure that I would not want to be police commissioner sometime."

The position has not been offered to him, however, the commissioner continued, and whether he would accept it if it were offered he is not prepared to say. His decision to accept the position of fire commissioner when it was offered to him four years ago, he said, was made within a half-hour. If he should be called upon to make a similar decision regarding the position of police commissioner, he declared, it would be made just as quickly. "But whether that decision would be made in the affirmative or not, I do not know."

Mayor Nichols stated that he had not received the resignation of Fire Commissioner Hultman and declared that he had heard nothing about it.

GLOBE 12/14/29

PARTY MONDAY NIGHT WILL HONOR MURPHY

14

Somerville's Mayor-Elect to Be Given Reception

John J. Murphy, Democratic Mayor-elect of Somerville, now en route home with his wife and daughter from Los Angeles, Calif, will be tendered a reception next Monday night in Knights of Columbus Hall, Somerville, which will be followed by a few brief congratulatory addresses and a "Victory" ball.

The affair is in charge of the John J. Murphy Club, of which Alderman-Elect George J. Moran is president, and a group of Democratic women will assist.



GEORGE J. MORAN
Somerville Alderman-elect and president of John J. Murphy Club

Pres Moran, general chairman, is assisted by John J. Murray, Richard T. McGrath and a committee of club members. Mrs Mary V. Sullivan is chairman of the women's committee, and Mrs Mary A. McGoldrick is chairman of the reception committee.

There will be dancing from 9 to 2. Mayor-Elect and Mrs Murphy will lead the grand march. Dr M. W. White will be floor director.

During the concert hour, 8 to 9, the Mayor-elect and his wife will be tendered an informal reception. They will be assisted in receiving by the former's parents, Mr and Mrs Joseph J. Murphy.

Invited guests include Mayor Conwell, Mayor-Elect Curley and Ex-Mayor Fitzgerald of Boston, Joseph B. Ely of Westfield, Marcus Coolidge of Fitchburg, Strabo B. Claggett of Brookline, Charles H. McGlue of Cambridge, Frank J. Donahue, chairman of the Democratic State committee; Michael J. O'Leary of Brookline, Prof Harrington of Harvard University and Gleason L. Archer, dean of the Suffolk Law School.

Mayor-Elect Manning of Lynn, who was a classmate of Mr Murphy at the Suffolk Law School, has also been invited, as well as Mayors and Mayors-elect of surrounding cities, Senator W. C. Daggett and Representatives James E. Hagan, Joseph J. Borgatti, William P. Corbett, William J. Bell, Hiram N. Dearborn and Frank A. Teele of Somerville.

GLOBE 12/13/29

APPOINTMENTS NOT CURLEY'S BUSINESS

13

Mayor Advises Him to Be Cool and Patient

Nichols, in Statement, Declares Will Act for City's Good

With regard to statement of Mayor-elect James M. Curley that he would nullify important promotions in the Fire Department made in the closing days of the Nichols administration, Mayor Malcolm E. Nichols last night made the following statement:

"My distinguished predecessor and successor is worrying needlessly about matters which are not yet his official concern. I shall make such appointments and promotions in pay and position as I deem requisite for the good of the municipal service and after he has taken office his opportunity will then come to act as he may think best.

"So let him keep cool and, above all, be patient."

AMERICAN 12/14/29

Answers Curley on 14 Memorial Building

Herbert Parker, chairman of the State Tercentenary commission, replied to Mayor-elect Curley's suggestion that he support plans for State purchase of the land bordered by the State House, Beacon, Joy and Hancock sts., for purposes including erection of a memorial building to house the Supreme Judicial Court.

In his reply Chairman Parker simply stated that until the Legislature had had an opportunity to act on the State commission's own recommendation, which included erecting a memorial building on the State House grounds near the Banks statue, it seems unwise to the commission to act further or take sides in controversy over the matter.

GLOBE 12/13/29

CURLEY SENDS GIFT TO DAUGHTER'S CLASSMATE

13

Steamship Stuttgart of the North German Lloyd Line, Capt A. Winter, called at Commonwealth Pier yesterday morning on her way from New York to Galway, Boulogne and Bremen.

Mayor-elect James M. Curley boarded the liner and entrusted to the care of James T. Hogan, who with his wife were among those sailing, a Christmas gift for Miss Ritz Bremner, now in Paris. Miss Bremner was a schoolmate of Mayor Curley's daughter Mary at the Sacred Heart Academy. Mrs Colt Portugal of Boston was a passenger.

GLOBE 12/13/29

FIRE COMMISSIONER HULTMAN JOKES OVER CURLEY THREAT

Not Disturbed at Prospect of Losing Position

The threat ascribed to Mayor-Elect Curley in morning newspapers that he would replace Fire Commissioner Eugene N. Hultman during his first week at City Hall, beginning Jan 6, didn't spoil Mr Hultman's day, apparently.

In a voice, the best-natured, over the telephone from Fenway headquarters this afternoon at 3, Mr Hultman declined to comment on this alleged threat.

"In such emergencies I follow the advice of Calvin Coolidge, who once said that he found the things that he didn't say never came back to plague him. That's my attitude now," said Mr Hultman.

Mr Curley, asked if he cared to comment further about Mayor Nichols' advice to him, to keep cool and remain patient, declined any such comment, adding only: "I said all I had to say last night about the matter."

CITY RECORD 12/14/29

MAYOR NICHOLS REPLIES TO LETTER OF MAYOR-ELECT CURLEY ON MATTER OF ADDITIONAL COURTHOUSE ACCOMMODATIONS.

Mayor Nichols, on December 10, made public a letter in reply to Mr. Curley on the bill providing additional Courthouse accommodations.

BOSTON, December 10, 1929.

HON. JAMES M. CURLEY Mayor-Elect,
350 Jamaicaway, Jamaica Plain
Mass.

DEAR MAYOR-ELECT CURLEY,—I beg to acknowledge receipt of your letter under date of December 9 with which you forward for my consideration a copy of the letter which you state has been sent to the chairman of the Tercentenary Commission, Hon. Herbert Parker.

Your letter, while admitting the need of additional courthouse facilities, suggests a plan quite different from the one contained in chapter 368 of the Acts of 1929 providing for additional courthouse accommodations in Suffolk County and you make reference in your letter to Mr. Parker to the suggestion contained in the report of the Tercentenary Commission of a memorial building on that part of the State House grounds where the statue of Gen. Nathaniel P. Banks now stands. It was proposed that this memorial building include among other things accommodations for the Supreme Judicial Court. You approve of the suggestion of Mr. Parker but state that it might include also the Land Court, the Social Law Library and the Commission of Probation, and you suggest instead of the location designated by him one on the westerly side of the State House upon the portion of the plot bounded by Hancock, Joy and Beacon streets.

NO JUSTIFICATION FOR SUPREME COURT BUILDING.

I do not believe that it is ever too late to entertain a new suggestion of value but may I point out to you that the plan you propose has, so far as I know, never been set forth in all the years of discussion on additional accommodations for the Courthouse until now.

Serious discussion of the need of additional facilities began over six years ago, when chapter 57 of the Acts of 1923 authorized the Commission on Administration and Finance to investigate and report as to the necessity or advisability of constructing a new building for the Supreme Judicial Court. That commission reported that there would be no justification for the construction by the state of a Supreme Court building and recommended the establishment of a special commission to make improvements in the quarters occupied by the Supreme Judicial Court in the Suffolk County Courthouse. No action was taken on this report but chapter 18 of the Resolves of 1925 brought into being another commission which made a comprehensive study and a report proposing two separate plans. Four of these commissioners were appointed by the Governor and one was the Sheriff of Suffolk County.

It is interesting to note that this commission was of opinion that a serious mistake had been made at times of attempting to deal with the problem in a piecemeal way. No action was taken upon this report except for the creation of a further commission under the provisions of chapter 56 of the Resolves of 1928, which reported three distinct plans. These plans were before the Legislature of 1929 when the Legislature enacted chapter 368 of the Acts of 1929. The reports of the last two commissions were somewhat similar, both indicating locations running from the site of the present courthouse down Somerset street and westerly along Ashburton place. There was a third plan for a tower-like structure upon the site of the present courthouse.

SOCIAL LAW LIBRARY SHOULD REMAIN.

It is also interesting to note that in the voluminous reports made by the two commissions to the Legislature special mention is made of the Social Law Library which you propose be placed in a memorial building on the westerly side of the State House. This library was organized in 1804 and was placed in the courthouse at the request of the justices of the Court of Sessions over a hundred years ago. Afterwards when the new courthouse was built it was given suitable accommodations there and has been there ever since. In the opinion of both these commissions it ought to remain there.

There have been for years bills filed in the Legislature for the construction of courthouse facilities. An examination of these bills will indicate the tendency to have the entire cost placed upon the County of Suffolk and therefore borne by the City of Boston. During my term as Mayor I have tried in every way possible to secure an apportionment of the cost and have proposed that the city should bear no more than 66⅔ per cent. The apportionment contained in chapter 368 of 80 per cent by the city was obtained only after a protracted discussion. Whether a more favorable apportionment could ever be secured I am not prepared to say, but certainly experience does not give great promise. Meanwhile the conditions at the courthouse have steadily grown worse and are pronounced by judges and lawyers, and the general public, as deplorable and unbearable. For this reason an emergency preamble was attached to chapter 368 of the Acts of 1929.

Your position is far from being in agreement with Mr. Parker upon this matter and is based upon the possibility that the much desired relief depends upon the state being agreeable to assume the obligations of the memorial building containing the extended courthouse facilities which you propose rather than bearing 20 per cent of the obligations in the present Courthouse Act. Again, I am not prepared to say that this is out of the question but I think it reasonable to point out that a new element has been added to a discussion already six years old which has not yet produced a courthouse. It is also clear that Mr. Parker's suggestion of separate accommodations for the Supreme Court will be withdrawn in the event that chapter 368 is accepted by the City of Boston.

$5,000,000 PROVIDED.

Chapter 368 gives the commission authority to spend a sum not exceeding $5,000,000 for further courthouse accommodations, including the following: "For the construction of such alterations, extensions, additions and/or units, together with such remodeling and alterations of the present courthouse building, as shall have been determined to be necessary as aforesaid, *in order properly to house the superior, municipal and juvenile courts and clerks' offices, the probate court, the registry of probate, registry of deeds, the offices of the district attorney and the sheriff of said county, the social law library, the supreme judicial court, the land court, the reporter of decisions, the commission on probation and the board of bar examiners*, and adequately to accommodate all other services and facilities incidental thereto and needful for the prompt and effective administration of justice and the despatch of public business."

It will thus be seen that the need is much more extensive than its relation to the four activities which you have in mind to be located west of the State House. Furthermore, it appears from the reports made that there is great opposition to a separation of the Supreme Court from the other courts, that its location in the same building with the other courts tends to expedite business and better serves the convenience of litigants and counsel.

It also appears from the studies made that one of the most pressing and urgent demands for larger quarters comes from the extremely congested condition of those now available for the Superior Court.

COST MIGHT GO FAR ABOVE $5,000,000.

It is perhaps true that all of the courts could be placed in separated quarters but such a plan would run against the findings of years spent in studying this difficult problem. Your plan states the sum of $1,000,000 as sufficient to provide for all facilities with the exception of the four functions to be separated, but the findings of the 1928 commission indicate a sum so far in excess of $1,000,000 as to warrant the belief that a separation of functions would entail a cost upon state and city of a sum far in excess of $5,000,000.

It is my opinion that a commission, one to be appointed by his Excellency the Governor, one by the Chief Justice of the Supreme Judicial Court and one by the Mayor of Boston may be trusted to proceed wisely and economically with this much-needed public improvement. I therefore feel that it would be preferable for the City of Boston to accept chapter 368 and if the same is accepted I should be very glad to recommend to the commission when appointed a careful consideration not only of the plans already suggested but of any other plans that may be presented to it, particularly that which you outlined in your letter to me. I am also not unmindful of the fact that as the next Mayor of Boston you will be in a position to make such suggestions as may seem to you desirable.

CITY SHOULD NOT HESITATE.

In view of the many years of study authorized by the Legislature by the best minds available and in view of the constantly increasing need for additional facilities which has now almost reached the breaking point, I do not believe the city should hesitate longer to proceed particularly at a time when conditions were never better to conduct building operations and relieve the distress due to unemployment, all of which has been well pointed out by the President of the United States.

I have therefore as chief executive of the city felt it my duty to present to the City Council for its favorable action this measure providing for a public undertaking of great necessity, authority for which lapses if there is no acceptance during the current year.

I am quite sure that you will not differ with me in this basic thought and I am very much obliged to you for this opportunity for a frank exchange of views.

Very sincerely yours,

MALCOLM E. NICHOLS, *Mayor.*

TRANSCRIPT 12/14/29

No Sensational Upsets Feared Under Curley

Only a Few Highly Prized Plums Available for Mayoral Picking

But Gossip Rampant

Hultman Only Official New Mayor Has Declared Cannot Remain

By Forrest P. Hull

What will happen at City Hall during the first few weeks or months of James M. Curley's administration as mayor is an interesting subject, furnishing as it does much serious idle gossip throughout the departments. The general opinion is that little will happen, at least compared with former days, as many of the departments are manned by friends of the incoming mayor who have retained their positions under Nichols.

The three particular plums in administrative work are those of the corporation counsel, chairman of the transit department and health commissioner, each paying $9000 a year. For the city's chief law officer the name most prominently mentioned is that of Daniel J. Gillen, assistant district attorney, prominent leader in the Tammany Club of Roxbury and former secretary of the new mayor. It is also said that Joseph A. Conry, who presided over the great Tremont Temple meeting for Mr. Curley, would not refuse the position. E. Mark Sullivan, who served as corporation counsel during Curley's previous administration, is not looked upon as a candidate. Samuel Silverman, long assistant corporation counsel, figures in the gossip, the opinion being expressed that Mr. Curley might well name him to offset the unfavorable consequences of the Curley-Mrs. Barron incident in the campaign.

There is said to be no question that Dr. Francis X. Mahoney will retain the health commissionership which he has held since originally appointed by Mayor Fitzgerald in 1910, with the exception of four years of the Peters administration. Four years ago when Mayor Nichols assumed office there was strong feeling that the commissioner would be succeeded by Dr. Francis D. Donoghue. The pressure in behalf of Dr. Mahoney was so strong that Mr. Nichols felt he could not resist it. A few weeks ago Mr. Curley gave the commissioner strong grounds for hope that his position would be safe for another four years, though at the time certain observers were saying that Dr. Charles F. Wilinsky, superintendent of the Beth Israel Hospital and the man who originated the idea of the health units, might be named as head of the department. Dr. Wilinsky, according to report, will come back to City Hall as deputy superintendent in charge of health units, in which he has such deep interest.

Transit Department

For chairman of the Transit Department there appears to be no question but Colonel Thomas F. Sullivan will retain his position. An appointee of Andrew J. Peters to the office of public works commissioner, Colonel Sullivan was taken up by Mr. Curley eight years ago and made transit commissioner, greatly to the surprise of Curley's best friends. The colonel was retained by Mayor Nichols and is said to stand as high with Mr. Curley today as during that official's administration. Who will occupy the two other positions on the transit commission is a matter of extreme doubt. Nathan A. Heller and James B. Noyes are Nichols appointees. They have proved able assistants to Colonel Sullivan, but they are expected to make way for others.

Though Joseph A. Rourke, public works commissioner under Curley during the 1922-25 term, has said that he did not care to take his old position, he was active for Curley during the recent campaign and it is expected that he will be appointed as one of the first acts of the Curley administration, succeeding James H. Sullivan, the incumbent of the last four years. Rourke is well fitted for the position. He is a graduate of the Worcester Polytechnic Institute. From 1901 to 1918 he was employed in the street and public works departments, having been head of the high pressure service from 1915 to 1918.

Louis K. Rourke, the first public works commissioner during Mayor Fitzgerald's administration and transit commissioner under Mayor Curley, is expected to retain his position as building commissioner if he is not chosen as the superintendent of the reorganized schoolhouse department. Mr. Rourke is a graduate of the Massachusetts Institute of Technology and made a name for himself as engineer on the Panama Canal, from which post he was called to Boston on the reorganization of departments into that of public works.

Street Board Safe

The three members of the street commission—Thomas J. Hurley, John J. O'Callaghan and Major Charles T. Harding—are considered safe. Chairman Hurley and Mr. O'Callaghan have been connected with the department for many years, while Major Harding, a Republican, was appointed by Curley during his previous term and reappointed by Mr. Nichols.

For the position of collector of taxes, held during the last three years by George H. Johnson, intimate friend of Mayor Nichols, who has also served as director of public celebrations, there is no question by Representative William M. McMorrow will be named. He served four years under Curley and made an enviable record. For years he has been an intimate friend of the incoming mayor, and as such has been prominent in his campaigns. There is more than one hint that Mr. Johnson will be retained in the city service if he so desires, either in the position of director of public celebrations or as head of a commercial and industrial department which Mr. Curley established eight years ago and which has been permitted to lapse.

The city treasurership will go to the incoming mayor's brother, if he desires it. John J. Curley first served as city collector under his brother and later as treasurer. His is the only name that figures in current gossip for the treasurership, it being assumed that he will take his former position.

The fire commissionership now held by Eugene Hultman may be the one position among all others to cause the incoming mayor worry. If he appoints Theodore A. Glynn, as certain persons are saying he may, it will be a great surprise to the rank and file, but might prove good politics. Glynn held the position four years under Curley and then became a candidate for mayor four years ago. He and his former chief broke off friendly relations and the break continued until the recent campaign when Glynn came out for Curley and did much work for him. Former Congressman Peter F. Tague has been mentioned for the position, as it was understood that he declined it eight years ago when he was a member of Congress. Commissioner Hultman is the only city official that Mr. Curley has declared against, having recently remarked that if Hultman remained on the job on Jan. 6 he would get his walking papers. Mr. Hultman is expected to resign during the month.

There is no question concerning the office of city auditor or that of budget commissioner. Rupert S. Carven, as city auditor, is a friend of Curley's of long standing, and Mr. Fox has made so efficient a budget commissioner that he will surely remain. There may be one or two changes in the board of assessors, though friends of the three incumbents—Edward T. Kelly, Chairman; Neal J. Holland and Horace B. Mann—expect that Mr. Curley will have no designs on either. Mann is an appointee of Nichols, but certain political considerations may operate in his favor.

There are symptoms of trouble in the election department. Frank Seiberlich, the chairman, may or may not have retained his friendship with Mr. Curley, and Mrs. Nina M. Gevalt is not expected to be retained. Patrick H. O'Connor, who became so strong a supporter of Mansfield in the mayoral contest, eliminated himself from any disposal by Curley by resigning and accepting a position as clerk in the schoolhouse department.

In the market department, Daniel H. Rose, the superintendent, who has had his salary increased from $4000 to $5000, is expected to retain his place, while as superintendent of the printing plant there is no question of the retention of Major William J. Casey, whose salary has been increased to $7000. As superintendent of the supply department, Herbert S. Frost is expected to go, for this $6000 position already has many candidates among Curley's friends.

Another important plum in the city service is that of chairman of the Park Department, held by William P. Long since the retirement of James B. Shea, three years ago. The salary is $7000 and the position is one which requires experience and executive ability of the highest order. Mr. Long, in addition to his duties as head of the park department, has also the supervision of the airport. His work in planning the original development of that East Boston area has won high praise from airport officials of the country, and the park system is recognized as having made wonderful progress under his direction. There is no question but Mr. Long will be retained. The board contains Charles H. Innes as associate to Mr. Long and Charles P. Norton, acting commissioner. It is expected that Mr. Curley will make two appointments immediately.

There is an absence of gossip concerning the institutions department head, William S. Kinney, a Republican and friend of Mr. Nichols, which position pays $7500 a year; the soldiers' relief head, John W. Reth, which position pays $6000 a year; the statistics department, the weights and measures department or that of the City Record. It is expected that James P. Balfe of the statistics office, Mr. Reth of the soldiers' relief and Frank H. Cushman, editor of the City Record, will be retained. There is no question about Philip A. Chapman as penal institutions commissioner, who is a Curley appointee, or John P. Englert as commissioner of the public buildings department, also a Curley appointee.

POST 12/15/29

Here is a list of the guarantors of the coming Boston-Chicago Opera Company season, which will open at the Boston Opera House, for two weeks' duration, on Feb. 3. The list includes practically a who's who of Boston's "Musical Four Hundred," together with many of the newer generation of society folk, a comprehensive collection of those interested in the furtherance of art and operatic music in this city practically without parallel.

Mr. Frank W. Abbott
Mr. and Mrs. Gordon Abbott
Mrs. Charles F. Adams
Mr. Charles R. Adams
Miss Eleanora Dean Adams
Mrs. Karl Adams
Miss Martha A. Alford
Mr. George S. Alevizakos
Mr. Philip R. Allen
Mrs. F. Lothrop Ames
Mr. and Mrs. John S. Ames
Mrs. Robert R. Ames
Mr. and Mrs. Harcourt Amory
Ampico Hall (Mason & Hamlin, Knabe and Chickering Pianos)
Mrs. Percy Lee Atherton
Mr. Charles F. Aver
Mr. Charles E. Bacon
Mr. and Mrs. William Bacon
Mr. Harry L. Bailey
Mr. and Mrs. George Bramwell Baker
Mr. and Mrs. Ross W. Baker
Mr. Joseph Balch
Baldwin Piano Company
Mrs. Charles G. Bancroft
Mr. and Mrs. Hugh Bancroft
Mr. and Mrs. B. Devereaux Barker
Mr. R. S. Barlow
Mr. and Mrs. S. J. Barnet
Mr. Dana D. Barnum
Miss Harriot Eudora Barrows
Mr. John A. Barry
Mrs. H. K. Bartow
Mrs. George L. Batchelder
Mr. and Mrs. George L. Batchelder, Jr.
Mrs. Orie Bates
Mr. and Mrs. Walter C. Bayles
Mr. W. A. L. Bazeley
Mr. Thomas P. Beal
Mrs. Harry H. Beckwith
Mr. Frank H. Beebe
Mrs. C. A. Belash
Mrs. Jaffray de Hauteville Bell
Mr. and Mrs. A. Farwell Bemis
Mr. Frank B. Bemis
Miss Margaret Bent
Mrs. Marion Bentinck-Smith
Dr. and Mrs. Earle E. Bessey
Mr. William E. Biddle
Mr. and Mrs. Henry Forbes Bigelow
Bigelow, Kennard Company, Inc.
Mrs. Charles Sumner Bird
Mr. Reginald W. Bird
Miss Mildred E. Bixby
Mr. Roland W. Black
Miss Margaret G. Blaine
Mr. and Mrs. Bertram D. Blaisdell
Mrs. Arthur W. Blake
Mr. J. A. Lowell Blake
Mr. and Mrs. William O. Blake
Mr. E. J. Bliss
Mr. and Mrs. Henry W. Bliss
Mr. James W. Bowen
Mr. Charles Boyden
Mr. Roland W. Boyden
Mr. Edward C. Bradlee
Mrs. Frederick J. Bradlee
Mrs. Reginald Bradlee
Colonel and Mrs. Thomas S. Bradlee
Mrs. J. D. Cameron Bradley
Mr. and Mrs. J. Cameron Bradley
Mr. and Mrs. Edward D. Brandegee
Miss Fannie R. Brewer
Mrs. Gorham Brooks
Mr. and Mrs. Walter D. Brooks
Mr. Edwin P. Brown
Mr. and Mrs. George Edwin Brown
In Memory of Mr. George W. Brown
Mr. and Mrs. Howard W. Brown
Mr. Walter J. Brown
Mr and Mrs. Herbert A. Bryant
Mrs. N. M. Bryant
Mrs. Walter S. Bucklin
Miss Ellen T. Bullard
Mr. Lawrence Bullard
Mrs. Theodore P. Burgess
Miss Helen C. Burnham
Mr. I. Tucker Burr
Mr. I. Tucker Burr, Jr.
Mr. Harry E. Burroughs
Mr. Joseph C. Buttera
Miss Isabel Butler
Mr. and Mrs. Morgan Butler
Mr. William M. Butler
Mr. and Mrs. Stedman Buttrick
Mrs. Frederick P. Cabot
Mr. and Mrs. Sewall Cabot
Mrs. W. M. Campbell
Carbone, Inc.
Mr. Ashton L. Carr
Miss Louisa W. Case
Mr. Edmund J. Casey
Mr. and Mrs. H. C. Castle
Chandler & Company
Mrs. Walter G. Chard
Mr. Earle P. Charlton
Mrs. Philip P. Chase
Mr. and Mrs. Lowell T. Clapp
Miss Elizabeth L. Clark
Miss Katherine F. Clark
Mr. and Mrs. Paul F. Clark
Mr. and Mrs. Hermann F. Clarke
Mr. Harry E. Clifford
Mr. and Mrs. John T. J. Clunie
The Misses Cobb
Mr. and Mrs. William H. Coburn
Mr. and Mrs. Henry V. Conant
Mrs. John S. Cooke
Mrs. Algernon Coolidge
Mr. and Mrs. Harold J. Coolidge
Mr. and Mrs. John Gardner Coolidge
Mrs. T. J. Coolidge
Mr. T. J. Coolidge
Mrs. William H. Coolidge
Mr and Mrs. Howard Coonley
Copley-Plaza Hotel
Mr. William R. Cordingly
Mr. John J. Cornish
Mr. Frank J. Coughlin
Mr. and Mrs. Paul G. Courtney
Mr. Guy W. Cox
Mr. and Mrs. Ralph Adams Cram
Mr. and Mrs. Albert M. Creighton
Mr. Alvah Crocker
Mr. Bartow Crocker
Miss Elizabeth Crocker
Mrs. S. V. R. Crosby
Mrs. Gammell Cross
Mrs. Louis A. Crossett
Mr. Charles K. Cummings
Hon. and Mrs. James M. Curley
Mr. Allen Curtis
Mr. Benjamin Curtis
Mrs. C. P. Curtis, Jr.
Mrs. Francis Gardner Curtis
Mrs. G. S. Curtis
Mrs. John S. Curtis
Mr. Louis Curtis
Miss Mary Curtis
Mrs. Richard Cary Curtis
Mr. and Mrs. George M. Cushing
Mr. Grafton D. Cushing
Mr. and Mrs. Robert Cushman
Mr. and Mrs. George B. Dabney
Mr. H. R. Dalton
Mrs. J. Linfield Damon
Dr. Harold W. Dana
Mr. Ernest B. Dane
Mrs. R. E. Danielson
Mr. and Mrs. George R. Davenport
Mr. Bancroft G. Davis
Mr. Henry B. Day
Mr. and Mrs. Charles Dennee
Mr. Carl P. Dennett
Dr. and Mrs. R. L. DeNormandie
Mr. and Mrs. George R. S. Denton
Mr. Thomas S. Derr
Mrs. Wirt Dexter
Mr. Gordon Dexter
Miss Rose L. Dexter
Mrs. David Francis Dillon
Oliver Ditson Company
Mr. and Mrs. Edwin S. Dodge
Mr. Robert G. Dodge
Mrs. Gordon Donald
Mr. and Mrs. Alfred Francis Donovan, Jr.
Mr. John I. Donovan
Mr. William J. Dooley
Mr. A. T. Downer
Mrs. Cutler B. Downer
Mr. B. H. Bristow Draper
Mr. and Mrs. Carl Dreyfus
Mrs. H. B. Duane
Mr. and Mrs. Henry M. Dunham
F. L. Dunne & Co.
Mr. William A. Dupee
Mr. Robert Dysart
Miss Mabel T. Eager
Mr. A. D. Edmunds
Estate of Miss Hannah M. Edwards
Mr. and Mrs. William Ellery
Mr. Charles A. Ellis
Mrs. Edward Stevenson Ely
Mr. Abraham Emers
Mr. and Mrs. Henry Endicott
Mr. and Mrs. H. Wendall Endicott
Miss Katharine Endicott
Mr. Samuel C. Endicott
Mr. and Mrs. William Endicott
The Erskine School
Mr. Frank M. Eshleman
Mr. and Mrs. Robert Douglas Farrington
Mr. and Mrs. Wirt Gerry Faust
Mr. and Mrs. Henry M. Faxon
Mrs. L. Carteret Fenno
Mr. and Mrs. Thomas Fenno
Mr. Edward M. Fielding
William Filene's Sons Company
Mrs. Stephen S. FitzGerald
Mr. William F. Fitzgerald
Mr. Paul E. Fitzpatrick
Mrs. Elisha Flagg
Mr. Wyman K. Flint
Mr. Harry R. Floyd
Mr. Allan Forbes
Mrs. Ralph E. Forbes
Mrs. Waldo E. Forbes
Mr. Harry Foster
Mr. and Mrs. Donald McKay Frost
Mr. Horace W. Frost
Dr. Langdon Frothingham
Mr. and Mrs. Alvan T. Fuller
Mr. and Mrs. J. Edward Fuller
Mr. Daniel Ripley Gage
Dr. and Mrs. Homer Gage
Mr. William Albert Gallup
Mr and Mrs. Charles W. Gammons
Mr. George Peabody Gardner
Mrs. William A. Gaston
Mr. Basil Gavin
Mr. Josiah H. Gifford
Mrs. G. L. Gilmore
Mr. William H. Glover
Dr. Joel E. Goldthwait
Mrs. Augustus F. Goodwin
Mr. and Mrs. H. M. Goodwin
Mr. and Mrs. Ernest J. Goulston
Mr. and Mrs. John L. Grandin
Mr. George M. Gray
Mrs. Gerald Gray
Mrs. John Chipman Gray
Mr. Reginald Gray
Mrs. Edwin Farnham Greene
Mr. Edwin Farnham Greene
Mrs. Henry V. Greenough
Mrs. Edward W. Grew
Mr. Henry S. Grew
Mr. Randolph C. Grew
Miss Josephine Griffith
Mr. and Mrs. Dana H. Gross
Mr. Courtenay Guild
Mrs. Henry L. Hall
Mr. John L. Hall
Mr. N. Penrose Hallowell
Mrs. George Hannauer
Mr. and Mrs. Charles L. Harding
Mrs. Arthur W. Hartt
Mrs. Arthur Carroll Harvey
Mr. and Mrs. John H. Harwood
Mr. and Mrs. Horatio Hathaway
Mr. and Mrs. M. Graeme Haughton
Mr. and Mrs. Leslie D. Hawkridge
Mr. and Mrs. George Hawley
Mr. Martin Hays
Mr. Fred R. Hayward
Mrs. Harry T. Hayward
Mr. and Mrs. Howard S. Hayward
Mrs. Joseph M. Herman
Mr. Robert F. Herrick
Mrs. John Jay Hicks
Mr. and Mrs. John W. Higgins
Mrs. F. L. Higginson
Mr. F. L. Higginson
Mr. Donald M. Hill
Prof. and Mrs. E. Burlingame Hill
Mrs. John F. Hill
Mr. and Mrs. George E. Hills
Mrs. Franklin W. Hobbs
Mr. and Mrs. Walter L. Hobbs
Hodgson, Kennard & Company
Mr. and Mrs. J. Everett Holbrook
Miss Mary S. Holbrook
Mrs. Martha G. Holcombe
Mr. Theodore C. Hollander
L. P. Hollander Company, Inc.
Mr. Edward J. Holmes
Mr. Robert Homans
Mr. Frederic C. Hood
Mr. and Mrs. Roland G. Hopkins
Mr. Frank B. Hopewell
Mr. Henry Hornblower
Mr. Ralph Hornblower
Mr. and Mrs. William C. Hotchkin
Mrs. Clement S. Houghton
Mrs. Horace M. Houser
Mr. Henry S. Howe
Mrs. Thorndike Howe
Mrs. E. G. Howes
Mrs. Allen Hubbard
Mrs. Joseph D. Hubbard
Mr. and Mrs. Chester B. Humphrey
Mr. and Mrs. Henry B. Humphrey
Mr. John A. Hunnewell
Miss Abby W. Hunt
Mr and Mrs. Albert W. Hunt
Mr. and Mrs. Edward L. Hurd
Mrs. Edward W. Hutchins
Dr. Frederick L. Jack
Mr. and Mrs. James Jackson
Mrs. Ellerton James
Miss H. L. Jaques
Mr. Arthur F. Johnson
Mr. Benjamin N. Johnson
Mr. Franklin R. Johnson
Miss Harriet E. Johnson
Jordan Marsh Company
Mr. Mitchell Kaufman
Mr. and Mrs. L. M. Keeler
Mrs. Eldon B. Keith
Mr. and Mrs. Harold C. Keith
Mr and Mrs. Carl T. Keller
Mr. F. Lowell Kennedy
Mr and Mrs. Albert E. Kent
Miss Mary C. Keough
Mr. Philips Ketchum
Mr. and Mrs. George T. Keyes
Mr. and Mrs. Isaac Kibrick
Mr. and Mrs. Abraham Klopot
Mr. and Mrs. Abraham Koshland
Mr. Jesse Koshland
Dr. and Mrs. William E. Ladd
Mr. and Mrs. Chester Whitin Lasell
Lasell Seminary
Mr. and Mrs. Henry A. Laughlin
Mr. Charles E. Lauriat
Miss Caroline T. Lawrence
Mr. and Mrs. James Lawrence
Mrs. John Lawrence
Miss Mary B. Lawrence
Mr. George C. Lee
Mr. Joseph Lee
Mrs. Adolph Leeds
Mr. and Mrs. H. Frederick Lesh
Mrs. Alfred Baker Lewis
Mrs. Burnham Lewis
Mr. Walter C. Lewis
Mrs. David M. Little
Mr. and Mrs. Harry B. Little
Mrs. Harris Livermore
Mr. and Mrs. Percival H. Lombard
Mr. Henry Gardner Lord
Mrs. Thornton K. Lothrop
Mrs. W. S. H. Lothrop
Mr. Stephen B. Luce
Mr. and Mrs. Herbert Lyman
Mr. and Mrs. Ronald T. Lyman
Mrs. George Armstrong Lyon
Mr. and Mrs. Eldon Macleod
Mr. and Mrs. Hamilton C. Macdougall
Mr. and Mrs. Edward F. MacNichol
Mr. John R. Macomber
Mr. Ernest Manahan
Mr. and Mrs. Earl G. Manning
Mr. and Mrs. Gordon P. Marshall
Miss Fanny P. Mason
Mrs. Loris Almy Miller
Mr. Louis E. Miller
Mr. William Minot
Mrs. George A. Mirick
Mrs. Alice J. Mitchell
Dr. and Mrs. Charles G. Mixter
Mr. and Mrs. John Moir
Mrs. George H. Monks
Mr. Charles E. Monroe
Mrs. H. D. Montanari
Mrs. Edward C. Moore
Mr. Arthur W. Moors
Mr. Paul B. Morgan
Mr. Arthur M. Morse
Mr. John T. Morse, Jr.
Mr. Julius C. Morse
Mr. Everett Morss
Mr and Mrs. Ben. P. P. Moseley
Mr. and Mrs. Frederick S. Moseley
Mr. and Mrs. Jasper R. Moulton
Mr. Penfield Mower
Mrs. William F. Mullins
Mrs. T. B. Munroe
Mrs. Samuel C. Murfitt
Dr. and Mrs. T. Morris Murray
Mrs. Daniel McCarthy
Mrs. Holden McGinley
Mr. Q. A. Shaw McKean
Mrs. William L. McKee
Mr. Edward A. McLaughlin, Jr.
Mrs. Norman McLeod
Mrs. L. G. McMichael
Mr. Charles S. Nauss
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New England Conservatory of Music
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Mr. and Mrs. William T. Pearson
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ADVERTISER 12/15/29

CURLEY LIKELY TO SHAKE UP CITY OFFICIALS

Greatest Upheaval in Many Years Looked for When He Is Inaugurated

By HENRY L. DAILY

A few hours after Mayor-elect James M. Curley is sworn into office by Chief Justice Arthur P. Rugg of the supreme court in Symphony Hall, Monday, Jan. 6, the greatest upheaval in many years in the personnel of the city government is looked for.

Mr. Curley's official family will be made up this year of young timber. The Mayor-elect has made no promises to anyone regarding his or her appointment to a city position. It is not safe for those department heads who were appointed by Curley eight years ago, and who have been carried through the Nichols administration, to believe that they will become fixtures in the new administration.

Mayor-elect Curley to date has not indicated who will be appointed public works commissioner, corporation counsel, city treasurer or fire commissioner.

ROURKE TO RETURN?

James H. Sullivan, present public works commissioner, at a salary of $9000 a year, will probably be succeeded by former Public Works Commissioner Joseph A. Rourke. Rourke held this position in the last Curley administration.

For the corporation counsel place, now held by Frank S. Deland, at $9000 a year, former Congressman Joseph F. O'Connell, Asst. Dist.-Atty. Daniel J. Gillen, Asst. Corporation Counsel Samuel S. Silverman and Asst. Corporation Counsel Joseph P. Lyons have been mentioned.

John J. Curley, brother of the mayor-elect and former city treasurer, is the oftenest mentioned as guardian of the city funds. It has been stated that Mr. Curley is not keen about going back.

Former Sinking Fund Commissioner Edmund L. Dolan, well-known broker, is being talked of as treasurer. Mr. Dolan may prefer his old position as chairman of the sinking fund.

Fire Commr. Eugene C. Hultman will hand his resignation to the incoming Mayor. In his place former State Senator Edward F. McLaughlin may be named.

Arthur B. Corbett has been named as one of the new Mayor's secretaries.

Former City Collector William H. McMorrow is slated to succeed the incumbent, George H. Johnson, at a salary of $7500. Dr. David J. Johnson, former institutions commissioner, may have his old position back again for the asking. William S. Kinney now holds the $7500 plum.

Soldiers' Relief Commr. John W. Reth will probably be succeeded by Capt. John J. Lydon of South Boston at $6000 a year. Philip J. O'Connell will become director of public celebrations at $5000 a year.

The Board of Street Commissioners, headed by Chairman Thomas J. Hurley, $7000 a year, and his two associate members, John J. O'Callahan and Maj. Charles T. Harding, each $6000 a year, will remain as it is with perhaps one exception.

TRANSIT COMMISSION

Col. Thomas F. Sullivan, who receives $9000 a year, will remain at the head of the transit commission. Associate members Nathan A. Heller and James B. Noyes, at $7500 a year, will undoubtedly be displaced.

Chairman Frank S. Seiberlich of the election department will retain his $7000 a year position. Mrs. Nina M. Gevalt will, in all probablity, resign. Commissioner James J. Mulvey will be retained. The balance of the board is today in the hands of the Civil Service Commission.

Charles H. Innes, Republican leader of the city, and Charles P. Norton, members of the board of park commissioners, are expected to resign. William P. Long, chairman of the board, is scheduled to remain. His position carries a salary of $7000.

HERALD 12/15/29

MRS. CURLEY MAY MISS INAUGURAL

Illness Causes Doubt Whether She Will See Husband Take Office

The possibility that Mrs. James M. Curley may not be able to have one of her most cherished desires fulfilled—that of witnessing the inauguration of her husband for his third term as mayor of Boston—loomed last evening when it was learned that improvement in her long illness has not been as rapid as expected.

It is not believed that Mrs. Curley is critically ill but friends of the mayor feel that she might be unable to stand the strain of the inauguration ceremonies which will be held on Jan. 6. Mrs. Curley has been rather uncomfortable during the last few days, those close to the mayor-elect say, and unless her condition improves it is believed that her physician may not want her to attend Mr. Curley's inauguration.

However, some friends of the mayor were confident that Mrs. Curley's condition will improve and it was hoped that the same courage which she showed on election day when she insisted on voting for her husband will enable her to witness his third installation as mayor.

Post 12/15/29

News of the Week as Seen by Norman



A PROMISING SUBSTITUTE



THERE'LL BE NO CHRISTMAS FOR MOSCOW



WHO RUNS MAY READ -



FOR FREEDOM OF THE KNEES





STILL SMILING



THE MOORING MAST MIGHT BE USEFUL

"NORMAN"

COMING EVENTS CAST THEIR SHADOWS

Post 12/15/29

CURLEY TO HOLD BRIEF EXERCISES

No Pre-Inaugural Light on Identity of Appointees

BY WILTON VAUGH

Strict simplicity will mark the third inauguration of Mayor-elect Curley, it was disclosed last night as he reserved Symphony Hall for the official exercises which will be held three weeks from tomorrow at 10 o'clock in the morning.

EXERCISES TO BE BRIEF

Urged to stage an elaborate programme at Boston Garden with its 18,000 seats to celebrate the first time in the city's history that a citizen has been honored with 12 years in the Mayor's chair, Mr. Curley frowned on the plan.

The exercises will be short. It was reported that his inauguration speech will be the shortest on record, probably less than 1000 words. There will be a little music. He will take his oath of office from Chief Justice Arthur P. Rugg of the Supreme Court.

The new Mayor will then swear in the 22 members of the new City Council. And immediately after the words of benediction, they will proceed to City Hall, where the Council will start balloting to elect a president and Mayor Curley will take over the reins of the municipal government.

He still guards in deep secrecy the identity of his future department heads. Even his intimate friends are in the dark as to the identity of the Curley cabinet members who will fill the big jobs paying from $5000, to $20,000 a year.

The Mayor will have at his disposal more than $300,000 in important posts, now held by city officials, who will feel the axe unless their resignations are on the mayoral desk when the new chief executive arrives.

That there will be a tremendous shakeup in the present official family at City Hall is accepted in political circles. Curley is coming into office with free hands, for in the last campaign he was not forced to make promises or to obligate himself to those who supported him. Believing that he was a sure winner, the political leaders flocked to his bandwagon without waiting for other inducements.

To End Public Welfare Board

Pledged to give Boston the best administration in history, the Mayor-elect has indicated that he will permit nothing to stand in his way in his efforts to make good the pledge. Even some of his appointees of previous administrations, who were held over by Mayor Nichols for the past four years, have not been assured that their jobs will be good for another term. And most of the Nichols cabinet members are now preparing their letters of resignation.

One of the first acts of the incoming Mayor will be the abolition of the board of overseers of public welfare, ending the terms of the 12 unpaid members, who dispense more than $2,000,000 yearly in poor relief; one of the largest items in the city budget. It is understood that the board will be replaced by a department head, receiving a good salary, who will be directly responsible to the Mayor.

Only Corbett Definitely Placed

Other departments will be reorganized without doubt. The Mayor-elect has made it known that he proposes to increase the membership of the City Planning Board from five to 150 members, calling upon the experts of the leading educational and business institutions here to give their services to a study of the future needs of the city.

The only person who has been definitely placed to date is Arthur B. Corbett, chairman of the Curley campaign committee, who will return to his old post on the Mayor's secretarial staff.

Campaign Treasurer Francis J. Brennan, former State Senator Edward F. McLaughlin, Joseph A. Rourke, Edmund L. Dolan, Captain John J. Lydon and several others who have been close to the Mayor-elect in and out of office, are sure of important posts if they desire to take them.

Fire Commissioner Hultman's $7500-a-year-job is slated for McLaughlin. He organized and directed the speakers' bureau in the Curley campaign and was one of the members of the political board of strategy. Former Fire Commissioner Glynn, who held down the post in the last Curley administration, and Peter F. Tague, who refused to resign from Congress to become Fire Commissioner eight years ago, have also been mentioned prominently.

Public Works Commissioner James H. Sullivan who is planning to retire and go on the pension list at the close of the year, will leave a $9000-position, which will be filled by "Joe" Rourke, who is now in Florida, getting ready to return to the important berth which he filled in the last Curley administration.

John J. Curley, brother of the Mayor-elect, who has served in the past administrations as city treasurer and city collector, seems to be the logical choice for City Treasurer Frank L. Brier's post, which pays more than $9000 a year. Frank Brennan and Edmund Dolan have been reported as possible appointees for this position, but their friends insist that neither of them would accept it.

Post 12/15/29

RECEPTION TO COUNCILLOR GALLAGHER

On Thursday, Jan. 2, the citizens of Brighton and Allston are tendering to Councillor Edward M. Gallagher of Ward 22 a banquet at the Chamber of Commerce, 80 Federal street, Boston.

Invitations have been extended to the State and city officials and to many prominent political associates of Mr. Gallagher, in addition to several of his business associates in the financial world.

This affair originated with the ladies of his committee workers at the recent election in November. Largely because of their loyalty and faithfulness Mr. Gallagher was re-elected by the largest plurality ever given to a Councillor in Boston. This was the splendid endorsement given by his neighbors for the work he did in this district the previous two years.

Realizing there was still work to be done they formed themselves into a committee with Mrs. E. L. Cauley, president; Mrs. A. Hazel, secretary, and Mrs. Harry Ward, treasurer, and decided to have a banquet in a local hall for the workers and their friends, with Mr. Gallagher as their guest.

The demand for tickets was unprecedented and the committee soon realized that the help of the men was necessary. The affair had gone beyond all expectations and the largest place in Boston was decided upon, viz., the entire 14th floor of the Chamber of Commerce. Even this will prove none too large for those who desire to come.

The programme is as follows: Reception to Mr. and Mrs. Gallagher and family, 7:30 to 7:55 p. m. Banquet at 8 p. m. sharp. During the banquet community singing led by P. J. Anglin. Solos by Mrs. Josephine Elberry Hastings, Marion Mulhall, Joseph Monaghan, William McKenney's Troubadors, Miss Ahearn's campaign song, and others.

Prominent speakers who will address the gathering will include Lieutenant-Governor Youngman, Mayor Nichols and Mayor-elect Curley of Boston, former District Attorney Thomas M. O'Brien, the Rev. James J. Murphy, Harry K. Newhall, Mrs. Thomas McMahon, and the guest himself, Mr. Edward M. Gallagher.

After the speaking is over dancing will be indulged in until a late hour.

The executive committee in charge is as follows: Mrs. E. L. Cauley, president and chairman; Mrs. Anna Hazel, secretary; Mrs. Harry Ward, treasurer, with 14 ladies and 14 gentlemen, one each to a precinct in Ward 22. James A. Ryan is advisory chairman representing the men.

GLOBE 12/15/29

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The visit of Gov Ritchie of Maryland to Boston last week probably did not change a vote, or even an opinion, about the "Baby Volstead act," on which the citizens of Massachusetts will pass judgment at the election next year. The Governor certainly said nothing to alienate those who are opposed to prohibition, and it may safely be assumed that his arguments convinced no one who had previously believed that prohibition was a good thing. His address probably had as little effect as the joint debates which used to be common in political campaigns, and merely strengthened the convictions of those on one side or the other.

Prohibition, however, will be one of the most important political issues in the 1930 election in Massachusetts, and no one need be surprised if it brings about the defeat of many Republican candidates, possibly the State ticket itself. In the ordinary course of events of years gone by, Gov Frank G. Allen would be reelected without much difficulty. Most people think he has measured up well with his predecessors in office, and precedent, if nothing else, would give him another term. But things have changed.

Who would have predicted 10 years ago that the Democratic nominee for President in 1928 would win the electoral vote of Massachusetts, and that the Republican candidate for Governor, although receiving many Democratic votes, would have a pluarlity of only about 19,000 in the largest total vote ever cast in the State. These figures seem to indicate pretty clearly that Massachusetts is almost, if not quite, a Democratic State, and that the Republicans must put their best foot forward in the effort to attract as many independent voters as possible.

And now comes the prohibition question, which seems likely to make a serious break among the Republicans. To be sure, Amos L. Taylor, the chairman of the Republican State committee, is trying to convince those who listen to him that prohibition is not a political issue, but he is making no headway. Everybody admits that the Republicans would like to bring it about that prohibition shall not be a political issue, but everybody knows that it is, and is likely to continue to be in this section of the country, a very serious political issue; and Mr Taylor's efforts to divorce it from politics will avail about as much as those of the lady who is remembered in fable through her use of a broom to keep back the tide of the Atlantic Ocean.

Republican Embarrassment

Prohibition and the enforcement of the Volstead act embarrass the Republicans for this reason: Perhaps 75 percent of the Republicans in Massachusetts believe in prohibition. Perhaps 90 percent of the Democrats are opposed to it. It is easy to see that a defection among the Republicans might elect the Democratic State ticket. No one knows how large this Republican defection will be next year, but it is a fact that many Republicans, hitherto rock-ribbed in the party, say now that they intend, because of the prohibition issue, to vote the Democratic ticket in 1930. Possibly some will find it hard to do so when they enter the election booth next November, but the indications now are that the Republicans will lose a considerable number of votes which have hitherto been cast for their candidates.

Gov Allen and his associates are practically pledged, willy nilly, to prohibition because of the attitude taken by the national administration. The Republican nominees in Massachusetts cannot reverse President Hoover, however much they might like to do so. Any attempt to dodge the issue in the Massachusetts party platform will be resented b ythose who have reached the conclusion that prohibition is of first importance in the State even it be true that the action of Massachusetts will have little, or no influence, toward the repeal of the Volstead act and the 18th amendment to the Federal Constitution. They want to rebuke the prohibitionists and say that for this reason they will vote for a Democrat who is opposed to prohibition—and, as has been stated, most Democrats are so opposed.

Some shrewd politicians hold the opinion that the best course for the Republicans in this State would be to come out whole-heartedly for prohibition and in this way make the best of a bad situation. Because of President Hoover's position they cannot take an attitude against prohibition, and, on the assumption that there are valid arguments in favor of it, the Republicans would be better off if they used them as best they can on the platform, at the same time trying to persuade wavering Republicans that they should stand by the party. These, however, are not the days for boldness and audacity in politics, least of all among conservatives who hold, or hope to hold, public office.

It is a real dilemma which Massachusetts Republicans have to face, and unprejudiced observers who are familiar with the situation today would not be greatly surprised if it led to Republican defeat next year.

The Governorship

Something may depend on the Democratic nomination for Governor. Many think that a candidate like Ex-Mayor Peters of this city would get more Republican votes than any other man the Democrats could nominate. It is argued on the other side that the Democrats will surely have many Republican votes next Fall and that they must nominate a candidate who will hold all of the Democratic votes.

As has been said, Gov Allen received a large number of Democratic votes last year and against Mr Peters he might receive many next year, but if his opponent is Ex-Mayor John F. Fitzgerald or Gen Edward L. Logan, the common guess is that few Democrats will support Gov Allen. These two Democrats are the ones most prominently mentioned for the gubernatorial nomination of their party; they will not run against each other in the primary. In order to preserve a racial balance on the ticket, the Democrats now propose to nominate Marcus A. Coolidge of Fitchburg for United States Senator.

These preliminary arrangements on the Democratic side may be disturbed. There is a rumor that John J. Cummings of this city might run in the primary against Mr Fitzgerald or Gen Logan, but there is little reason for expecting that he could make much headway. It is said, also, that Frederick W. Mansfield, recently a candidate for Mayor of Boston, may try for the Democratic nomination for the Senate; it is possible that he might beat Mr Coolidge in the primary, but Mr Mansfield could hardly count on the support of Mr Curley's friends.

No one seriously doubts that the Republican State ticket next Fall will be Allen and Youngman. Gov Allen will have no opposition in his own party, and the movement to substitute another Republican for William S. Youngman as the candidate for Lieutenant Governor seems to have died a-borning. The story was a few months ago, that Gaspar G. Bacon, now president of the State Senate, might run next Fall against Lieut Gov Youngman, but this suggestion came from Mr Bacon's friends rather than from Mr Bacon himself, and there is every reason to believe that Mr Youngman will be unopposed in the primary.

If there is to be Republican opposition to Mr Youngman it will come when he is a candidate for the party nomination for Governor, and it is taken for granted that he will run for that nomination in 1932. If, however, the Republicans happen to be defeated in 1930 new candidates for the higher places on the ticket may be proposed and perhaps nominated.

The U. S. Senatorship

There are indications that the Republican voters may have to decide in the not-distant future whether they would prefer to nominate and have a good chance of electing a candidate who does not appeal very strongly to the party leaders rather than accept a nominee whom the latter propose, although the chances of his success at the polls are not great. This situation may exist today in connection with the United States Senatorship.

Ex-Gov Fuller has not told the public whether or not he intends to be a candidate for the Senate. Almost every experienced politician, Republican or Democrat, says that Mr Fuller cannot be beaten either in the primary or at the election. But there are Republicans who have almost reached the point where they would prefer a Democrat to Gov Fuller; the number, it is said, is not large enough to bring about his defeat in the primary.

The other possible candidates for the Republican nomination to succeed Senator Gillett, with the exception of Ex-Senator Eben S. Draper, are waiting to see what Mr Fuller plans to do; if the latter makes up his mind to keep out of the contest, several will doubtless be in the field against Mr Draper. The Republican Congressmen from Massachusetts apparently tried to agree on one of their number as a candidate for the Senate, but the attempt did not go far. As has been said many times, Congressman A. Piatt Andrew of Gloucester is commonly looked on as the strongest member of the House, particularly if, as rumor has it, Ex-Gov Fuller will do what he can for the Essex County Representative.

One story is that State Treas John W. Haigis of Greenfield may be a candidate for the Republican nomination for the Senate; his friends think he would be strong both in the primary and at the polls, since he could count, in the first place, on practically united support from the western part of the State. They also say that J. Weston Allen, formerly Attorney General of the State, would like to run for the Senate; he, of course, is well known, but it is a good guess that Ex-Gov Channing H. Cox would not be very enthusiastic for Mr Allen.

HERALD 12/15/29

Several Highly Paid Posts For Curley to Fill in January

Mayor-Elect Keeps His Counsel; Corbett Slated for Private Secretary; Deland Expected to Go on Bench

By CHARLES A. COYLE

Although Mayor-elect James M. Curley will assume his mayoral duties for his third four-year term in Symphony hall at 10 o'clock on the morning of Jan. 6 after being sworn in by Chief Justice Arthur P. Rugg of the supreme court, he has steadfastly refused to even intimate whom he will select to fill the score or more of appointive offices that pay from $5000 to $20,000 a year.

Arthur B. Corbett, a member of his secretarial staff during his last administration at City Hall, is slated as private secretary to the mayor-elect, the same office now filled by Edward F. Condon for Mayor Nichols. The post pays $6000 a year, Mayor Nichols adding $1000 a year to the position when he assumed office.

Mayor-elect Curley is not expected to depart from his custom of employing only men in the mayoral suite as clerks, stenographers and secretaries, with the single exception of switchboard operator. The majority of these positions in the Nichols administration are now being filled by women.

Former Congressman Joseph F. O'Connell, a member of the Curley board of strategy in the victorious mayoralty campaign, is looked upon as the logical successor of Frank S. Deland, corporation counsel, who, it is reported, is slated for a position on the bench as special justice to succeed the newly-appointed Associate Justice Elijah Adlow.

GILLEN ALSO MENTIONED

Asst. Dist.-Atty. Daniel J. Gillen, one of the principal Curley speakers during the last campaign, is also prominently mentioned for the post, as is Atty. Samuel S. Silverman, at present an assistant corporation counsel. Atty. Joseph P. Lyons, another assistant corporation counsel, and former Dist.-Atty. Thomas C. O'Brien, both of whom played important roles in the sweeping Curley victory, have been also put forth as possible appointees for the $9000-a-year post.

Former State Senator Edward F. McLaughlin, a former member of the city council and also a member of the Curley strategy staff in the last campaign, is generally conceded the post of fire commissioner to succeed Eugene C. Hultman. He organized and directed the speakers' bureau that accomplished such great results for the Curley victory and delivered some telling addresses at various times in the campaign.

Former Congressman Peter F. Tague is also mentioned as a possible selection, especially in view of the fact that the mayor-elect offered him the post eight years ago when he assumed the office for the second time, eventually appointing Theodore A. (Teddy) Glynn. The latter, said to be the only Boston fire commissioner who ever received a 100 per cent. grading from the fire underwriters, is also looked upon as a possible choice for the position, paying $7500 a year.

John J. Curley, brother of the mayor-elect and city treasurer in the last Curley regime, will no doubt assume the office of city treasurer to succeed City Treasurer Frank L. Brier. Others look upon Edmund L. Dolan, a former sinking funds commissioner in the last Curley administration, a stock broker and a Curley supporter in the last campaign, as a possible choice. The brother of the mayor, however, with his previous experience, is looked upon as the logical selection.

The position pays $6000 a year as city treasurer, $1500 a year as custodian of the teachers' retirement fund, $880 as county treasurer, $700 as treasurer of the sinking funds and approximately $200 as treasurer of the retirement board.

Joseph A. Rourke, commissioner of public works in the last Curley administration, is expected to be named to the position formerly filled by him to succeed Commissioner James H. Sullivan. The salary is $9000 a year.

CITY COLLECTORSHIP

The post of city collector, now filled by George H. Johnson, and paying a salary of $7500 a year will no doubt be filled by Representative William H. McMorrow, who acted in that capacity during the last Curley administration. During the past campaign McMorrow was one of the leaders at the Province street headquarters and supervised the Curley tellers at the recount in the offices of the board of election commissioners.

The position of institutions commissioner, now filled by William S. Kinney at $7500 a year, and formerly filled by Dr. David J. Johnson under Curley, remains in doubt to a great extent. Whether Dr. Johnson will be offered the position by the mayor-elect is not known, but it is generally understood that a physician will be named to the Long Island post in any event.

Capt. John J. Leyden, one of the best known veterans in the city and connected with the majority of veteran organzations, is expected to be named to the position of commissioner of soldier's relief at $6000 a year. The position is now filled by John W. Reth who was appointed by Mayor Nichols to succeed John J. Murphy when the latter went to the district attorney's office as an assistant.

Mayor-elect Curley is expected to make the post of director of public celebrations, so ably filled by City Collector George H. Johnson for the past four years, a special one when he assumes office because of the impending tercentenary celebration. Philip J. O'Connell, in the event the new position is created, will no doubt be appointed to the position, having served as head of the publicity bureau in the last Curley administration. The new position will probably carry a salary of $5000 a year.

The three members of the board of street commissioners, Chairman Thomas J. Hurley, John J. O'Callaghan and Maj. Charles T. Harding, serving at salaries of $7000 for the chairman and $6000 for his associates, will undoubtedly be retained in office. All three are Curley appointees, and the mayor-elect at the hearing on the East Boston oil tank farm, a few months ago, declared publicly that he would retain them in office unless they granted the permit to the oil company which he opposed. They refused the permit.

TRANSIT COMMISSION

Nathan A. Heller and James B. Noyes, appointed to the transit commission by Mayor Nichols, are expected to resign when Mayor-elect Curley assumes office. Col. Thomas F. Sullivan, chairman of the transit board, is a Curley appointee and will direct the building of the $16,000,000 East Boston vehicular tunnel. He will probably retain his position.

Mayor Nichols granted Sullivan an increase in salary during the past year and the position of chairman of the board now pays $9000 a year. Increases of $2500 were also granted to Commissioners Heller and Noyes who now receive $7500. Who will receive the posts is unknown.

In the election commissioner's office, Chairman Frank S. Seiberlich, appointed by the mayor-elect, will undoubtedly hold his $7000 a year position. He is a Republican. Mrs. Nina M. Gevalt, the other Republican on the board, is expected to resign, having been appointed to the $6000 post by Mayor Nichols. Commissioner James J. Mulvey, appointed by Mayor Nichols and who voted with Chairman Seiberlich against the decision of Judge Bolster in the now famous contested ballot decision, will, according to his friends, retain his post. John M. Marks, the other Democrat on the board with Mulvey, was appointed by Mayor Nichols to replace Patrick F. O'Connor, resigned. Although friendly with the mayor-elect, it is doubtful whether he retains his position.

William P. Long, chairman of the board of park commissioners, is expected to retain his $7000 a year position because of his intimate knowledge with the park department problems. He is looked upon as one of the leading authorities on parks and playgrounds in the country and is a capable executive.

Charles H. Innes, Boston attorney and Republican leader of the city, appointed a commissioner by Mayor Nichols and Charles P. Norton, appointed an acting commissioner by the present mayor, are expected to resign. Their positions carry no salary. It is uncertain who will succeed them, and no names have been mentioned as possible choices.

The following department heads, holdovers from the last Curley administration and re-appointed by Mayor Nichols, are likely to retain their present positions: George E. Phelan, manager of the George Robert White $6,000,000 trust fund at $20,000 a year; Rupert S. Carven, city auditor, at $7000 a year to which is added $700 a year as secretary of the sinking funds commission and $880 a year as county auditor; Charles J. Fox, budget commisisoner at $6500 a year; Philip A. Chapman, penal institutions commissioner at $6000 a year; John P. Englert, superintendent of public buildings at $6000 a year; John M. Casey, city censor at $5000 a year; Edward T. Kelley, chairman of the board of assessors at $6000 a year; Dr. Francis X. Mahoney, chairman of the board of health at $7500 a year; Edward W. McGlenen, city registrar at $5000 a year and William J. Casey, superintendent of city printing at $6000 a year.

HERALD 12/16/29

Mayor-Elect Murphy of Somerville Home from Coast for Victory Ball

H 12/16

Mayor-elect John J. Murphy of Somerville, who returned from a three weeks' visit to Los Angeles, yesterday, to be the chief figure at the Victory Ball in Knights of Columbus Hall, Somerville, tonight, is satisfied that eastern cities have no monopoly of vexatious traffic problems.

With him returned Mrs. Murphy and their five-year-old daughter, Barbara, whose training for a movie career was interrupted by the election of her father, but who is insistent that she prefers to be the daughter of the first Democratic Mayor of Somerville than a featured juvenile star of filmdom.

Mrs. Murphy and Barbara have been in Hollywood for a year and the progress which the child has made in preparing for a theatrical career under the instruction of competent teachers forecast an early appearance as a juvenile dancer in a "talkie." Her father's election, however, has changed the family plans.

Mayor-elect Murphy, who was given a reception at the home of his campaign manager, Dr. M. W. White, has made no plans for his inauguration, nor has he formulated any definite policies about appointments. After the ball, tonight, he will begin the preparation of his inaugural address.

Observation of conditions in all of the cities, where he had opportunity to stop, convinced him that traffic is just as complex a problem in the middle West and in California as it is in Somerville. Mr. Murphy does not concede that the western ideas of traffic control are any improvement over the methods in vogue in Massachusetts.

Hollywood, he said, is a wonderful place but—only for persons who have money to spend. It is by no means an attractive community for persons who believe that they can "get along" there and that opportunities to obtain employment are unlimited.

"Hollywood lacked two very essential things, rain and industry," said Mr. Murphy and one who goes there without plenty of money is certain to be disillusioned."

Mrs. Murphy was jubilant because of the elevation of her husband to the mayoralty.

Her greatest thrill, she admitted, was on the night of Somerville's election, when a telephone operator informed he rof the desire of "Mayor" Murphy to talk with her. Mrs. Murphy said that she had received two offers for the participation of Barbara in film productions but if the girl enters the movies it will be after Mayor-elect Murphy ends his public career.

At tonight's affair, guests who have been invited include Mayor Conwell of Somerville, Mayor-elect Curley and former Mayor Fitzgerald of Boston, Joseph B. Ely of Westfield, Marcus A. Coolidge of Fitchburg, Strabo V. Claggett, Charles H. McGlue, Chairman Frank J. Donahue of the Democratic state committee, Michael A. O'Leary and Gleason L. Archer.

GLOBE 12/16/29

K. OF C. ANNUAL MEET IN GARDEN JAN 25

Four Coveted Trophies to Be Contested for Again

Attractive Program to Include Some 15 Relay Races

The William C. Prout Memorial Games, the ninth annual indoor athletic meet of the K. of C. of Massachusetts, will take place on Saturday night, Jan 25, at the Boston Garden, it was announced last night by John E. Swift, State deputy of the K. of C., who will direct the meet.

Four fine trophies will be in competition for the crack runners of the country to battle for. Of course, the William C. Prout Memorial Trophy, donated by the Amateur Athletic Union for a 440-yard race, will be one of the features.

Other coveted trophies to be competed for are the Leo Larrivee Trophy for the Larrivee Special two-mile, the Bishop Cheverus Trophy for a 1000-yard race and the Hon James M. Curley Trophy for the K. of C. mile.

Five of the best quarter-milers in the country will be invited to compete for the Prout Trophy. Barney McCafferty, who won the race a year ago after a terrific battle from Gerald Swope, as well as the latter, are two of the likely starters.

Only six men will compete in the K. of C. mile, won a year ago by Leo Lermond. The best foreign stars in the country will be invited to compete in the Larrivee Special, annexed in the last meet by Pavvo Nurmi.

Several other events will be held besides the trophy races. Three New England A. A. U. indoor championships, the 300-yard run, 45-yard high hurdles and the running high jump, will be on the program, as will a special invitation 50-yard dash, a scratch event. Two handicap events, a 600-yard run and a three-quarter-mile run, will be staged. It is hoped by the K. of C. committee to stage at least 15 relay races, featuring college, school and club teams.

GLOBE 12/17/29

3000 AT MURPHY "VICTORY" BALL

Somerville Mayor-Elect Is Given Purse of Gold

Ex-Mayor Fitzgerald of Boston Defends Working Girl in Speech

More than 3000 women and men last night attended the "Victory" ball of the John J. Murphy Club of Somerville, held in Knights of Columbus Hall, that city. The affair was complimentary to Mayor-elect Murphy, who will become on Jan 6 the first Democratic Mayor in the history of Somerville. It was one of the largest of assemblages ever in the hall.

During the concert hour from 8 to 9, the Mayor-elect, his wife and their 5-year-old daughter, Barbara Tiffany, were tendered an informal reception. They were assisted in receiving by Mr Murphy's parents, Mr and Mrs Joseph J. Murphy. The latter were presented a basket of roses and Mrs John J. Murphy and Barbara were remembered with bouquets.

The Mayor-elect was given a purse of gold by the John J. Murphy Club, the presentation being made by Ex-Alderman Maurice F. Ahearn, who was master of ceremonies during the brief speaking period that followed the reception.

The principal speaker, Ex-Mayor John F. Fitzgerald of Boston, was accorded an ovation. After extending congratulations on the recent Democratic victory, in behalf of Senator David I. Walsh and Mayor-elect James M. Curley, he introduced Barbara Tiffany Murphy as "a coming movie star."

Barbara, who was given an enthusiastic reception, made a pretty bow and said: "I thank you for electing my 'daddy.'"

HERALD 12/17/29

Curley Promised Lomasney's Support in 7-Minute Confab

Pushing of Hendricks Club Doorbell by Mayor-Elect Preceded Most Important Conference Ever Held There

By THE HERALD'S ROVING REPORTER

There have been many momentous political conferences within the spacious quarters of the Hendricks Club, organized years ago for the intellectual and social advancement of its membership. None of them has exceeded in importance the now famous seven-minute confab last September between Mayor-elect James M. Curley and the Hon. Martin M. Lomasney.

To spoil a campaign story which was retold nightly about the voluntary flocking of the Democratic leaders to the Curley mayoralty banner may be regarded as political treason. But at the expense of losing caste, and the privilege of obtaining a response to the pushbell at the Green street bailiwick, the Rover, solely in the interests of political accuracy, reveals the truth.

CURLEY ENTERED ALONE

Like every other caller who desires the privilege of passing through the stout outer portal of the Hendricks Club and entering the sanctum of Mr. Lomasney, where there can be found official records of things political and otherwise running back to 1884, Mayor-elect Curley, alone, but quite sure of a pleasant reception, pushed the bell button which announced within that there was a caller without desirous of gaining admission.

Mr. Lomasney, collarless, with his vest unbuttoned, answered the ring.

"Hello Martin," said the mayor-to-be. "How are you?"

"How are you? Come in," answered Mr. Lomasney as he grasped the outstretched hand of Mr. Curley.

Seven minutes later, after a pleasant talk in the office where Mr. Lomasney conducts his business and dispenses the charity about which little or no information is ever permitted to become public knowledge, Mr. Curley emerged with a smile illuminating his countenance. He had been promised the support of the Hendricks Club—a club he had kept away from for more than 15 years.

It would be a better story if it could be told that Mr. Curley went to Mr. Lomasney and asked for his support, without the slightest advance knowledge that it would be tendered him, but Joseph P. Lomasney, who has been a close friend of the mayor-elect for many years, attended to the important detail. He was the successful advance guard. He paved the way for Mr. Curley to secure admission to the clubrooms.

FRIENDSHIP MAINTAINED

"Joe" was the successful harmonizer. His friendship with Jim Curley has been maintained in spite of the political opposition of Brother Martin to the mayor-elect. No one was more jubilant over the satisfactory outcome of the confab than Brother Joe. And in granting Joe's request, Martin showed that he could bury the political hatchet. How well he buried it was shown by the vote Candidate Curley polled in Ward 3.

And as payment for the support which he received in the West end, because of Martin M. Lomasney, the incoming mayor will settle that little obligation next year by enthusiastically espousing the only hobby of the Lomasney brothers—that new playground and all year round salt water bath-house where a freight yard of the Boston & Maine railroad formerly was located.

If there are any sceptics about the depth of interest of Joe and Martin in this project, their doubts can be removed if they dare to voice opposition to its adoption as one of the important municipal projects scheduled for 1930.

POST 12/18/29

WNAC TO AID BASKET FUND

12-18

Allen, Curley, Edwards to Speak for Veterans

Governor Frank G. Allen, Mayor-elect James M. Curley and Major-General Clarence R. Edwards will head the list of speakers at the annual Christmas basket fund programme to be broadcast from Station WNAC under the auspices of the disabled veterans' Christmas remembrance committee at 4 o'clock next Sunday afternoon.

Never before since the committee came into existence have the demands been more urgent than during the present season. At this period the committee representing 14 leading service organizatoins of the State, of which the American Legion, Red Cross, Knights of Columbus and Veterans of Foreign Wars are chief factors, centres its activities on bringing Christmas cheer to hundreds of Bay State veterans in hospitals and many other of the less fortunate veterans and their dependents.

Through its participating organization, of which Mrs. Robert Lincoln O'Brien is chairman, the remembrance committee will, on Christmas morning, distribute more than 3000 stockings, containing substantial and useful gifts among the veterans in Massachusetts institutions, as well as those confined in 40 hospitals located from Togus, Me., to San Francisco. Each stocking also contains a card from the Governor of the State bearing the message: "From the Grateful People of Massachusetts." Colonel Eben S. Draper is chairman of the general committee.

While the standard stocking presented to the veterans represents with its contents an expense of $2.50 each, there are many cases where the special needs of a veteran bring the cost of individual Christmas cheer to $7 and $8. The so-called standard stocking gift includes a pair of quality woolen socks, necktie, shirts, Christmas handkerchief, tooth brush, postage stamps, cigarettes and tobacco. Variations from the regular routine of gifts are authorized by the committee in cases where the volunteer workers report special needs, such as sweaters, etc., and in these cases the gift cost runs as high as $8.

During the Sunday afternoon broadcast a group of scoiety debutantes will preisde at the Station WNAC telephones to record the donations of "The Grateful People of Massachusetst." These girls working under the direction of Miss May Horne, will record the subscriptions over the 'phone.

Roy Harlow, studio manager of Station WNAC, will be the master of ceremonies during the broadcast, while the musical programme will be furnished by the WNAC concert orchestra under the direction of Charles R. Hector.

His Eminence Cardinal O'Connell will be represented by the Rev. George E. O'Connor of the Catholic Charitable Bureau.

The vocal numbers which will intersperse the broadcast programme of one hour, will be rendered by the Knickerbocker quartet.

PLAIN TALK JAN. 1929

Bawdy Boston

By WALTER W. LIGGETT

This is Boston under Prohibition. Police and city officials corrupt, youths in their teens selling booze on the streets, blackmailing gangs, houses of prostitution by the score. This in the city that is so outwardly pious that it will not allow its public to read Theodore Dreiser's great book *An American Tragedy* or to see Eugene O'Neill's *Strange Interlude* (the public may, however, see obscene and crude burlesque shows or go to bawdy houses). Here is Boston then—pious and putrid under Prohibition. Mr. Liggett is now at work on another great American city to be featured in this series. It, too, is pure, complacent and "dry".

IN ALL parts of the United States, rural as well as urban, effects of the so-called Prohibition amendment on the body politic are comparable only to the spread of a malignant cancer; but nowhere can its inevitably evil workings be more clearly traced than in the City of Boston. Famed as the cradle of American liberty and of a long and illustrious line of statesmen, patriots, poets and philosophers, "The Hub" once could truthfully boast that it was the center of perhaps our finest indigenous culture—and with equal justification it could boast also of a government so clean that it often was held up as a model for other less favored municipalities.

Now, after ten years under the Eighteenth Amendment, the people of Boston find their government in the grip of a grafting gang of politicians, while rapacious policemen, bootleggers, blackmailers, white slavers, dope peddlers, gamblers, gunmen and miscellaneous mobs of racketeers of high and low degree have put every form of commercialized vice on a paying basis; so that today Boston probably has the invidious distinction of following close on the heels of Chicago as the most corruptly governed city in North America.

True, the Brahmins of the Back Bay district were reluctantly yielding political, if not social, supremacy to the plebeian sons of Irish immigrants some years before the Anti-Saloon-Leaguers appeared upon the scene; but it was the advent of the Volstead act that transformed the civic retirement of the Beacon Street bluebloods from a rout to a debâcle and made it easy to complete the corruption of Boston. The only visible existing remnant of Boston "culture" is an idiotic censorship which indiscriminately suppresses ancient classics and such modern masterpieces as *The American Tragedy* by Dreiser and *Oil* by Sinclair; while the mayor solemnly forbids the showing of Eugene O'Neill's *Strange Interlude* but permits several continuously performing burlesque shows that are unfailingly vulgar and frequently obscene; and the courage of the abolitionists has degenerated into the Tory cowardice responsible for the judicial lynching of Sacco and Vanzetti. Of course, like all other great seaports, Boston always had its share of poverty, vice, and crime—political favoritism, too, for that matter—but on the whole its government was good; its policemen, prosecutors and judges were honest; laws were respected and fairly

well obeyed; there were a thousand licensed saloons where men drank legally between certain defined hours; there was little gambling, practically no prostitution, and Boston public officials boasted of their incorruptible police.

How is it today—after ten years of so-called Prohibition?

Prostitution has grown to astonishing proportions and is on a commercial basis. One of the leaders of this "industry" was recently killed in Boston by gunmen hired by rivals. The police made a cursory "investigation" with the evident purpose of "hushing up" the affair; but the Federal authorities got busy, made several arrests; and indictments followed from the Federal grand jury. As the result of this probe Federal inspectors declared that last year no less than a thousand girls were shipped to Boston by the "white slave ring" which operates in some thirty New England cities.

This gigantic system of organized prostitution is known to the underworld as the "Grand Circuit", because the girls are "routed" like vaudeville actors from city to city, never allowed to remain in any "house" longer than eight weeks. Frequent transfers of the women are said to serve the dual purpose of stimulating trade and throwing Federal inspectors off the track.

There are no less than eleven "Grand Circuit" houses in Boston, each with about six girls; and scores of other "houses" operate along Huntington avenue almost within a stonesthrow of the exclusive Back Bay region. Many taxi-cab-drivers solicit for these places and collect commissions on the cash customers they bring. One taxi-driver took a crowd of Harvard students to sixteen resorts in a single night. Hundreds of furnished apartments in the Fenway District are used principally for prostitution. The heads of the "white slave ring" in Boston pile up profits amounting to millions of dollars annually. Undoubtedly these "white slavers" pay for protection; the unwillingness or inability of the Boston police to apprehend the slayers of Samuel Reinstein could otherwise hardly be accounted for. Furthermore, Boston is swarming with street walkers who accost passing men with astonishing boldness. There is no other large city in the East where this condition prevails; and apparently the Boston police are doing little to check this open soliciting. And this is the city that is too puritanical to read *The American Tragedy* or *Oil*, and too fastidious to see *Strange Interlude!*

Dope peddling comes after bootlegging and white slaving as one of the most profitable underworld rackets, and the narcotic ring is well organized and operates on an extensive scale in Boston. There are many drug addicts in Boston and the number is growing year by year. The police "vice squad" makes frequent raids among the denizens of "Chinatown", but, although there are many arrests, comparatively few offenders are imprisoned. Last year the Boston police arrested 371 persons for violations of the narcotic law, but only 61 were sent to jail. The activities of the vice squad do not seem to decrease the dope traffic, but it has been remarked that the raids in Chinatown do materially swell the income of police court lawyers—for the Chinese are not unmindful of the fact that certain attorneys seem unusually successful in getting clients off with light fines—while it is generally considered unlucky not to be represented by counsel. Some cynics aver that the attorneys in question split fees with members of the vice squad, but doubtless this is only malicious rumor.

It is openly alleged in Boston that Charles (King) Solomon is head of the dope racket; and the Boston *American* some years ago boldly declared that he

"was the chief source of supply of narcotic drugs for all wires, runners, peddlers and addicts in New England. He has furnished agents in all the New England states with quantities of the contraband drug." This statement was clearly libelous unless true, but to date the "King" has not sued the *American*.

Perhaps one reason was that soon after the publication of the article in question King Solomon was taken to Atlanta penitentiary to serve a five-year sentence for subornation of perjury in connection with a dope raid staged by Federal officials. Solomon was acquitted of having narcotics after the woman arrested with him declared she was afraid to testify; but later he was convicted of bribing witnesses.

When the King was taken to jail, after being flayed in open court by Federal Judge George W. Anderson as "a pest to society", the gamblers of Boston offered odds that he would never serve the full term of his sentence. The confidence of the underworld in King Solomon's influence seemed justified a year later when the U. S. Circuit Court of Appeals granted him a new trial.

When the case was called for the new trial the King pleaded guilty and was fined $1000. He promptly peeled off a huge bank roll and walked out of court. The Right Honorable Harry Daugherty was Attorney General of the United States at that time, and hadn't yet been indicted himself.

Once before King Solomon had been sentenced to five years in prison—a state prison then—but he was speedily released by a writ based on "a technical error in jailing" after serving only a few days of his term.

Solomon was arrested twice for "breaking and entering," and during the war was held under the work or fight law for being "an idle person." He was acquitted on all charges. The King has been a professional bondsman, and frequently furnishes bail for captured criminals.

The Boston *American* published on its front page what purported to be a biography of the King when he was sentenced to Atlanta in 1923. At that time the *American* declared that King Solomon "reaped profits of unbelievable proportions", and added that "his income did not hinge on dope alone." The article went on to intimate that the King was a "fence" for stolen bonds. It is only fair to add that on one such arraignment King Solomon was discharged for lack of evidence.

It is alleged that an undue proportion of stocks and bonds stolen in New York, and even at Pacific coast points, finally find a market in Boston. Boston has the reputation of being a safe place in which to dispose of stolen property. Most of the $1,500,000 in bonds stolen from an airmail plane in Los Angeles in 1923 were marketed in Boston. Large quantities of these stolen securities were actually "washed out" by Boston banks.

It is alleged by those "in the know" that practically all the jewels, furs, expensive clothing, automobiles, even shoes and drygoods and groceries, that are stolen anywhere in New England eventually find their way to Boston for disposal. I have been informed that stolen shoes and clothing have been shipped out of Boston in carload lots and that the "chief fence" not only disposes of stolen property but has a large mob of dips, shoplifters and apartment house burglars working under his direction.

Only a short time ago an auto-stealing ring was uncovered in one of the suburbs of Boston, and the extent of its operations was amazing. Even more recently there came to light evidence indicating that a group of attorneys had been making reports of fictitious accidents and collecting large indemnities from automobile insurance concerns.

King Solomon is still living in affluence in Boston, a prominent figure in the night life of the underworld. Lavish with his money, free with liquor, he is hailed as a "good guy who always will come to the front with bail money if a pal gets in stir". However, "Crutchy" Perello, Anthony Ferino, "Canada Charlie" and a number of other dope peddlers were eventually landed in jail—by Federal agents. "Canada Charlie", incidentally, habitually had his five- and seven-year-old daughters deliver the dope to and collect payment from addicts.

Sporadic cases of blackmail crop out in every large city, but a group of Boston lawyers were the first to visualize the full possibilities of "bedroom shakedowns" and to put the age-old badger game on a big-business basis. The facts that one of the lawyers was District Attorney of Middlesex county (which includes the classic confines of Harvard), that another happened to be the District Attorney of Suffolk County (which comprises the city of Boston), and that still another was connected with the Federal District Attorney's office, gave them an advantage not possessed by the common variety of blackmailer, and doubtless contributed to their profits.

In any event, a group of moving-picture magnates forgot they were not in Hollywood, and staged a Babylonian revel in a road house called The Mishawam Manor, near Cambridge. The hostess, the notorious "Brownie" Kennedy, furnished a swarm of girls, who danced on tables in the "altogether" and disported themselves with the aforesaid magnates in divers and sundry fashions. When the party was over the movie magnates nursed their hangovers, paid for the "breakage", and departed for home. Later they were told that some of the girls unfortunately were married and the enraged husbands were seeking warrants. The frightened magnates were told it would require $500,000 to prevent publicity, and were advised to "see" the District Attorney. The magnates did not allow their fear to outweigh their greed and finally compromised for $105,000.

Later, a male tenor with a worldwide reputation was deliberately entrapped with a girl in a Boston hotel, and paid $120,000 to stop the scandal. The president of a New England railroad was another victim. It cost him $380,000. Men and women of prominent families were maneuvered into compromising positions—some of the victims were wholly innocent—and compelled to pay through the nose on threats of exposure or prosecution.

At the height of its operations the blackmail ring employed at least a dozen girls; had two blustering "strong-arm men" who alternately posed as outraged husbands or as Federal agents; had the proprietor of a prominent hotel in for a split in the profits as "tip off" man; and paid a fortune-teller to work among the exclusive summer resorts on the North Shore to worm out incriminating family secrets from credulous servants of the wealthy. There is not the slightest doubt that these harpies cleaned up several million dollars before they were exposed. The District Attorneys were removed from office, and three attorneys were disbarred—but there were no convictions. Jury fixing is too well organized in Boston for anything like that.

The badger game in its infinite variations is still considered a good racket in Boston and provides meal tickets for not a few broken down attorneys—and others. Of course, lacking official connections they must work circumspectly, but the injured-husband pose is usually effective—when it is pulled by a real

"husky"—and so long as national hypocrisy leaves the Mann Act on the statute-books, a certain low type of crook will continue to collect.

Bucket shops also have been operated extensively in Boston, and in the notorious Redman case it required considerable fixing to prevent the involving of certain higher-ups. However, finally, sufficient pressure was brought to bear; members of the firm shouldered the responsibility and "took a rap without squealing". Millions of dollars were lost in this and other failures of shaky speculative firms, and the amount of money annually taken from suckers by wire houses makes the late lamented Charlie Ponzi look like a piker. Ponzi, it must be remembered, rooked the Italians of Boston out of at least $7,000,000, and was allowed to get away with his get-rich-quick scheme until the big banks stirred the police into action because they were losing too many deposits.

Bootlegging, of course, is the largest and best paying racket in Boston at the present time. To give some idea of the graft involved it merely need be mentioned that now, after ten years of so-called Prohibition, the people of Boston are spending at least $60,000,000 a year for illicit hooch. There are at least 4000 places in Greater Boston where booze is sold, and approximately 15,000 persons are more or less intermittently engaged in dispensing alcoholic liquor. At least 5000 of this number are professional bootleggers with no other occupation, the most successful of whom are affiliated with a well organized ring which operates speakeasies in every part of Boston.

The Boston liquor ring is headed by an ex-policeman who conducts a trucking business on the side and also is interested in restaurants, poolrooms, cigar stores; has heavy real-estate investments; is part owner of a big amusement arena; and manages a stable of boxers as a side line. The ex-policeman himself is said not to drink, and never enters any of his speakeasies. All his business is handled by lieutenants who look after the various districts assigned to them.

Anyone preparing to go into the bootlegging business in Boston would do well to consult the head of this ring. If arrangements are made to purchase liquor from him, raids by the police will be but few and far between—so long as protection money continues. But if a bootlegger starts up as an independent he will find the police battering at his doors before long. The ex-policeman bootleg chief is "in right" very high up indeed, and while there are a few other "Big Shots" who have made terms with the various precinct captains, he may justly lay claim to the distinction of being Boston's boss bootlegger. The police seldom interfere with his operations, and he has a mob of gunmen who prevent hijacking.

It is accepted without question in Boston that Frank Marlow, who was recently "taken for a ride" from a New York restaurant, and whose murderers, incidentally, have not yet been apprehended, was killed as the direct result of his activities in Boston. Marlow handled a stable of fighters and was a professional gambler. When he tried "to horn in big on the booze racket" he was shot by two gunmen who are said to have acted on telephonic orders from Boston.

Boston consumes between 80,000 and 90,000 gallons of bootleg liquor every week, and the ring handles at least 20,000 gallons of this. The bulk of the booze is synthetic stuff mixed in Boston from recooked denatured alcohol which has been diverted from commercial uses by fraudulent permits. There

is a great deal of "paint remover" manufactured in Boston—at least, large amounts of denatured alcohol are diverted for that purpose. This is recooked and made into "bathtub gin" or colored and sold as "rye". A large amount of alcohol also is manufactured by hundreds of small distillers located in the suburbs and small towns which fringe Boston. Most of this stuff is manufactured from corn sugar and when properly made is fairly pure. It is brought into Boston by auto in ten and twenty gallon lots.

Alcohol is the base of at least eighty percent of the liquor consumed in Boston, and to judge of the quantity in which it inundates the city one need only be told that a fair grade of alcohol may be purchased in Boston at from eight to ten dollars a gallon. The low price proves there is no shortage in supply. At one time there were several huge distilleries and recooking plants within the city limits of Boston, but the congested conditions made detection almost certain by the few honest Federal officers, and the stills now are scattered outside the city. The present system is safer and cheaper. If the stills are located outside incorporated towns—and many of them are—practically the only danger of detection comes from Federal agents.

At the present time there are only 36 Federal enforcement officers in all New England, and the 15 assigned to the vicinity of Boston admit that they get only a very small proportion of the stills that slake the thirst of the city.

For instance, in the whole state of Massachusetts last year the Federal agents captured only some 65 automobiles, about 75 stills, and approximately 12,000 gallons of alcohol. This is but a small fraction of the autos and stills and alcohol captured by the police of the District of Columbia in the same period, and, of course, the District of Columbia has only about one-tenth of the population of the state of Massachusetts. It looks very much as if the Federal authorities in and around Boston were falling down on the job.

A few years ago many cargoes of Belgian alcohol were landed on Cape Cod from tramp steamers crossing directly from Europe, and the stuff was brought up to Boston by the truckload in five-gallon tins. An occasional cargo of Belgian alcohol is still sneaked ashore on Cape Cod and finds its way to Boston, but the profits were taken out of this traffic two years ago when the Belgian government imposed a stiff export tax on alcohol. That more than the efforts of Coast Guards or Massachusetts State Police cut down this source of supply.

Until two years ago a formidable armada of rum-runners hovered off Cape Cod, and cargoes were landed every foggy night by fast motor boats. On these occasions the local bootleggers often summoned neighboring farmers to help them carry the alcohol ashore. The standard wage was ten dollars, with a five-gallon tin of alcohol thrown in as a bonus. Often thirty or forty country boys would gather for one of these "landing parties", and usually a good time was had by all. Many of the Cape-Codders who assisted the rum-runners are the direct descendants of the Pilgrim Fathers. There is a certain grim humor in tracing the operations of a statute which makes lawbreakers of these people.

Practically every foot of Cape Cod, along the "back side", as the Atlantic coast is termed, as well as along the shore line of Massachusetts Bay, is patrolled by Coast Guardsmen on the look out for vessels in distress. In addition, the waters surrounding Cape Cod are constantly cruised by a fleet of

Coast Guard cutters. It would be almost impossible to land a sizable cargo without the connivance of the Coast Guardsmen. There is ample evidence to indicate that in scores of instances the Coast Guard were paid handsomely to look the other way. Indeed, it is one of the tragedies of Prohibition that the morale of the Coast Guard, a service with a long tradition of heroism, has been so generally corrupted.

When John B. Magnus, a Boston garageman, was convicted of bootlegging before Judge James A. Lowell in the Federal court in February, 1928, there was sworn testimony that Coast Guardsmen—officers as well as enlisted men—were liberally subsidized by Magnus and other bootleggers. John B. Dopp, an ex-boatswain in the Coast Guard, was the "pay-off man" for the rum-runners.

Magnus, better known as "Big John," had a radio station on Cape Cod, owned a tramp steamer and a fleet of schooners, including the *I'm Alone* which recently was sunk in the Gulf of Mexico by a Coast Guard cutter after one of its crew was killed by gunfire. The rum-running enterprises of Magnus extended from Nova Scotia to Cuba, and he centered his operations around Cape Cod. Magnus personally supervised and directed his gay fleet by radio and in a fast speed boat called *Peg III* which had twin Liberty motors. Magnus was the "boss bootlegger" in 1926, and he tolerated no rivals.

There was plenty of "hijacking" in those days, and there were affrays on shore and pitched battles in the waters around Cape Cod that were reminiscent of the days of Captain Kidd. More than one tragedy resulted, the most notorious case being the blowing-up of the *John Dwight* in 1923. This vessel burned and exploded, and all hands were lost. It is generally believed that the boat was captured and fired by gunmen who resented outside competition by independent bootleggers.

Some desperate characters infested Cape Cod in the early days of bootlegging. Sometimes, when it was impossible to bribe a Coast Guardsman, the rum-runners would set fire to a summer cottage. The conflagration would attract police, firemen and Coast Guardsmen to the scene. Then the rum-runners would land a cargo a few miles away on the temporarily unguarded beach.

It was testified in the trial of Magnus that rum prices fluctuated in Boston whenever anonymous telegrams were received at the Coast Guard base in East Boston. In other words, on the receipt of unsigned orders, the Coast Guard cutters "picketed" the independent rum-runners so closely that no cargoes could be landed, and this raised prices in Boston and lowered them on board the ships. The independent rum-runners could not hang about Cape Cod indefinitely waiting to land liquor. They would run short of food, water and fuel, and be under the necessity of returning to port. When Magnus saw signs of surrender he visited the "independents" in his flagship the *Peg III*.

After Magnus had completed his bargaining, more telegrams would be received at the Coast Guard Base at East Boston and the "picketing" would suddenly cease. Then Magnus would land his cheaply acquired cargoes and sell the stuff at high prices to the thirsty Bostonians.

Magnus actually had possession of the secret code used by the Coast Guard vessels and could decipher every message received by his radio station. He also had Coast Guard maps and charts, and on at least one occasion a rum-running schooner whose captain was confused by a fog was guided to the agreed anchorage by an obliging Coast Guard officer—John McEnroe—who ad-

mitted that he was paid $2600 for this. Magnus was tried with Carl G. Halwarts and Sidney Nichols, former Coast Guardsmen, for conspiracy to violate the Volstead act. The jury disagreed, but Magnus was reindicted for perjury. He pleaded guilty. On May 1, 1928, he was sentenced to two years in the Plymouth jail, an especially easy place of confinement. It was openly asserted in the Boston underworld at the time that Magnus was "knocked off" because he became too arrogant and refused to "come across" to certain higher-ups. John Macdonnel, another big runner, was "knocked off" at this period and, so it was said, for the same reason.

About the same time, former police chief William L. Quinn of Swampscott, Massachusetts, was ousted on a charge of dealing with bootleggers in 1925, just after President Coolidge moved the "summer White House" to Swampscott. Quinn was accused of taking $2000 from Magnus, and later was indicted for conspiracy to violate the Volstead act. It came out at the trial that a cargo of contraband rum was landed at Swampscott almost literally under the nose of the President.

Occasional cargoes of Belgian alcohol are still being landed along Cape Cod from Provincetown to Plymouth, but the main scene of the operations has shifted to the vicinity of New Bedford. Cargoes of whisky and rum from Cuba and the Bahamas are landed at regular intervals between South Dartmouth and Horseneck Beach, and such liquor is brought to Boston in trucks along a "protected route."

This gang has a high-powered radio station near New Bedford and must receive information from Coast Guardsmen. At any event, the bootleggers keep the rum-running vessels posted as to the movements of Coast Guard cutters. Once ashore they have little difficulty.

Another supply comes down from Cape Ann, where the Gloucester seamen go on frequent "shark-fishing" expeditions. The Gloucester fishermen go far out to sea on their regular trips to the Grand Banks, and if they meet a tramp rum-runner by either accident or design it is practically impossible to prevent the smuggling in of a few cases of contraband.

The Boston bootleg ring also brings in considerable liquor from Canada by automobile, and—strange to relate—the northbound trucks actually smuggle alcohol into Canada. Obviously, someone in Canada must be bootlegging "government stock" with alcohol obtained in the United States. This speaks well for the supply of alcohol available, but it creates a doubt as to the genuineness of some of the Canadian government's Imperial label stuff that is so generously consumed in New England. Be that as it may, there is plenty of fairly good liquor in Boston at reasonable prices.

Rye retails at $3 to $4.50 a pint, and really high-grade Scotch can be had at $10 and $12 a quart. Gin ranges from $1 to $2 a pint and alcohol may be purchased at from $8 to $12 a gallon. You can buy "Dago red" in any Italian restaurant—and some of it has a kick like a mule's.

Cocktails and whisky straight can be purchased in hundreds of restaurants, drug stores, fake cigar stores, speakeasies, and in the rear of grocery stores for 25 cents to 75 cents a shot. In the gay furnished flats of the Fenway district drinks usually are a dollar straight.

Liquor is plentiful in Boston and easy to find. Hotel bellboys, waiters, taxicab-drivers and carriage starters are usually willing to oblige an inquiring stranger—and so are some policemen. A number of "hip-pocket bootleggers", some of them boys not over sixteen years old, peddle booze under the "L" on Washington street. A great majority

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of the Italian cafés will serve wine to a total stranger—if he "acts right"; and if he wants something stronger than wine he can get it, too. Bedrooms are an accessory of some of these cafés, since apparently they pay so much for protection that they cannot overlook any chance to make a dishonest dollar.

Boston is literally honeycombed with speakeasies. There hardly is an office building in town that does not contain at least one office where bottled liquor may be had. Most of these speakeasies are camouflaged as brokers' offices, wool dealers or real-estate firms. One of the most prosperous "joints" in town is located in the Stock Exchange building at 53 State street.

A cigar store known as "Bid's Place", located opposite the main entrance of the Statler hotel, did a land office business until very recently. Every taxi-driver, night hawk and man-about-town in Boston knew of this joint. Whenever a party ran out of liquor someone would be dispatched in a taxi to "Bid's Place" to replenish the supply. Stylishly dressed women frequently purchased bottled booze over the counter while policemen lazily lounged in the front door. It is simply inconceivable that this notorious place could have operated for a single week without police protection; but it ran days, nights and Sundays for two years before it was raided by the Federal agents. Incidentally, "Bid's Place" was owned by "Boston Louie" Lewis, one of those questioned by the New York police in connection with the Marlow murder. "Boston Louie" is a lieutenant in the bootleg ring and high in the affections of the "Big Boss".

"Boston Louie" is now doing business at another stand. While I was in Boston his "dump" on Kneeland street between Washington and Tremont was raided by two Federal agents. The habitués came to the defense and laid down a barrage of bottles. Several nights later the Federals returned, this time in force. They obtained entrance by a ruse and then proceeded to beat up the bartender while the bystanders were covered with guns. Then the "Feds" departed. There were no arrests. It was merely in the nature of a private feud—or perhaps a warning to come across. "Boston Louie", of course, was not in the place. The higher-ups in the bootleg ring seldom endanger their own precious persons. They have plenty of hired men who will "stand for raids" or "take a rap" if necessary.

When I first came to Boston I went to Police Headquarters and talked to Captain George Patterson of the vice squad. He earnestly assured me that Boston was pretty dry. Oh, he admitted, speakeasies existed here and there, but he predicted any stranger would find it hard to get a drink and asserted that the amount of drinking done in Boston had greatly decreased within recent years. While we were talking Superintendent Michael H. Crowley came up and was introduced.

"Is there as much drinking now as there was before Prohibition, Superintendent?" I asked after a few courtesies had been exchanged.

"Why everybody that can look around ought to see that there is more drinking now," the Superintendent replied without a moment's hesitation. "In Boston, anyway. I can't speak for other places."

Captain Patterson looked rather crestfallen.

I was amazed by the stories told by reputable Boston residents. One veteran police reporter assured me there were ten speakeasies in a single block on Tremont street between Boylston street and Scollay square, and another reporter standing on the steps of the

building that housed his newspaper pointed out three joints within a stones-throw. The same man told me there were four speakeasies in the same block as one of the police stations. (As I am not an informer I forbear mention of the particular precinct.)

One well-known lawyer gave me the name, date and address when he related how a Boston police patrol actually delivered two cases of whisky to a friend's house. The friend had made the arrangements with a bootlegger, and represented that the need was urgent. When the police patrol backed up to the side door he thought that a raid was on, although his home is outside the city limits; but two brawny patrolmen nonchalantly deposited the liquor in the entryway and the patrol wagon drove away.

Another lawyer told me of meeting a policeman in the park one cold, misty night. He remarked he would like to go home before a nice grate fire and have a hot drink of whisky.

"Well, that's just what I'm going to do," the cop replied.

"I'm afraid of the kind of booze you're likely to get," the lawyer said.

"Say, mister", the policeman responded, "you ought to see one of the policemen. We're getting fine stuff."

It is no secret in Boston that choice liquors confiscated by the State Police were formerly stored in the State House and parcelled out to politicians. Newspapermen have told me that there always is an uncommonly large amount of drunkenness during the sessions of the State Legislature—which has been voting dry, of course.

I was told of how a former governor and the state commissioner of public safety went on fishing trips and not only took along confiscated booze but carried it in a confiscated car. A banquet given to the same governor was raided by an over-zealous Federal agent, who carried away 48 quarts of White Horse whisky. The Federal agent was transferred the next day. The secretary of another governor (who was a pronounced dry, of course) frequently left the State House carrying suitcases full of liquor. It also is a matter of common knowledge that certain public officials used the State Police boat *Lotus* as a pleasure craft and that during these excursions wild drinking parties were held on board.

The Boston police are under the supervision of a police commissioner appointed by the governor. The police laxity in dealing with bootleggers becomes more understandable when these examples by their superiors are kept in mind. Nor did it encourage police activity when it became known last spring that bootleggers had bribed certain state chemists to falsify the analysis of confiscated liquor and thus make conviction impossible.

The police, of course, will not admit that they are lax. They assure you, with a great show of sincerity, that they are doing everything humanly possible to stamp out bootlegging. The head of the vice squad told me that he had raided 925 speakeasies last year and arrested 2800 persons.

"We are trying to get these booze peddlers," he said, "but we are up against an awfully tough game. There are only 30 men in the headquarters vice squad [each of the 19 precincts also has a separate vice squad of three men] and these damned bootleggers keep bobbing up in new places every day.

"You want to remember, too, that we can't make arrests on suspicion," he continued. "We've got to catch a sale before we can get a search warrant, and then our troubles are only commencing. Most of these speakeasies have thick iron-bound doors, and lookouts warn them the moment we show up. Then they either throw the liquor into espe-

cially made 'dumps' [big copper receptacles connecting directly with the sewers] or they throw some disinfectant into it. Liquor becomes worthless as evidence when it is neutralized by disinfectants, and the courts would laugh at us if we showed them a vessel smelling of intoxicating liquor and asked them to accept that as evidence. We get abused for not catching all these fellows, but we have an almost impossible job."

The 1928 report of Police Commissioner Herbert A. Wilson to Governor Allen makes almost the same admission. In referring to liquor traffic, Commissioner Wilson stated:

> Much unwarranted criticism is made of the police in not terminating the liquor traffic. This censure is most unjust because often made by individuals not cognizant of the unlimited odds, obstacles and difficulties which the police constantly encounter in trying to desiccate wet sections of the city . . . . The difficult conditions encountered by the police to arrest liquor traffickers have not diminished but have increased. Remarks have been made from time to time that upon conviction a violator of the law should be given a jail sentence. The records of the courts show that very few liquor violators are sent to jail . . . . Absentee landlordism among liquor traffickers is spreading. Unfortunate agents hazard reputation and possibly liberty in dispensing intoxicating liquor for the principals who never frequent premises where liquor is sold illegally. To apprehend the principal therefore is practically impossible. Constant raids upon places suspected of illegal liquor traffic with a possible conviction each time of a different violator is futile and discouraging work and accomplishes a vicious circle.

To a certain extent I agree with Commissioner Wilson; but at the same time it is pertinent to point out that the police certainly did not need to allow "Bid's Place" to run unmolested for two years, and it approaches a scandal when four speakeasies flourish in the same block with a police station. Also, there are notorious speakeasies and night clubs in Boston which have run for ten years without the police making the slightest effort to interfere. Admittedly, it *is* difficult to capture and convict the higher-ups in the bootleg ring, but on the other hand it is commonly believed in Boston that a large proportion of the speakeasies continue to operate because of protection money paid to the police. Here some recent developments are of interest:

On August 22 of this year Commissioner Wilson issued orders transferring almost fifty members of the police force. Some were promoted and others demoted. Several captains and lieutenants were involved, but without exception the Boston newspapers featured under front page headlines the fact that Patrolman Oliver B. Garrett of the headquarters vice squad had been ordered back to pavement pounding. According to the newspapers, Garrett, although ranking as a common patrolman, had for five years been the real leader of the vice squad.

The Boston *Globe* referred to Garrett as the "Czar of the cops", and the conservative Boston *Advertiser* declared: "Garrett for five years has defied captains, commanded lieutenants and scoffed at sergeants." The *American* in reporting his demotion stated that Garrett "for five years has controlled the policies of the liquor squad, defying the authority of his nominal superiors".

Garrett is known in Boston as "the millionaire cop". Although he never received more than forty dollars a week as a patrolman, when demoted he owned a Cadillac, a Marmon, and a Chrysler car; he had three homes and a stock farm near Hingham, said to be worth at least $100,000; he drove a string of race-horses, and, according to newspaper men, wore camel-hair overcoats and $150 tailor-made suits on raids. His wealth is estimated at $250,000 to $500,000.

Garrett seems to have a flair for pub-

licity, and he had been much in the limelight in Boston. Testifying in court on February 26, 1929, Albert K. Sidlinger, an agent of the Watch and Ward Society, alleged that John J. Sullivan, proprietor of the Ritz hotel, had told him he had paid $2000 to Garrett on no less than seven different occasions. However, both Garrett and Sullivan denied this; and perhaps Sidlinger's statements should not be given too much credence, as he was convicted himself for obstructing justice by trying to solicit a bribe from Sullivan.

Garrett flew into a rage when he read of his demotion on the bulletin board at Police Headquarters on August 16, this year. In the presence of fellow officers and several reporters he threatened to "raise the roof off police headquarters and allow the citizens of Boston a peek at the inner workings of the police".

"A score of times during the past week bootleggers have taunted me with the fact that I would get the air," Garrett said. "When I come back from my vacation I'll have a statement to make to the newspapers. I'll tell them some things about the police department." Garrett made it plain that he intended to resign rather than walk a beat.

However, a few days later, Garrett reported at the Joy Street station and was measured for a uniform. He then applied for a ten-day vacation, which was immediately granted. Whereupon Garrett gave out a brief interview—but one far different from the spicy revelations he had promised.

"Like every other good soldier, I take orders," Garrett declaimed with a broad grin. He then departed upon his vacation. More of that later.

In the meantime State Senator Joseph J. Mulhern of Dorchester had written a letter to Governor Allen in which he quoted Garrett's statements and demanded an investigation of the police department. This virtually compelled the Governor to call the matter to the attention of Police Commissioner Wilson.

About this time some newspaperman pointed out that Garrett had been replaced by a Sergeant William Cripps from Commissioner Wilson's home precinct of Brighton and that Sergeant W. H. McKenzie, recently transferred to the liquor squad, was formerly Commissioner Wilson's private chauffeur. Garrett had charged that Wilson was trying to control the vice squad and had placed McKenzie there to spy upon him.

This accusation by Garrett and Senator Mulhern's letter brought a swarm of reporters down on Governor Allen. He admitted talking to Commissioner Wilson, and intimated that he had suggested a shake-up in the vice squad. He denied, however, that he had specifically urged the transfer of Garrett.

Commissioner Wilson also denied transferring Garrett upon request. He rather lamely explained that Garrett "has been very active combatting the bootleggers, and I thought he would appreciate a rest". According to the report of the interview in the Boston *American*, Wilson "admitted having apologized to joint-owners for destruction of their property by the liquor squad". Commissioner Wilson also wrote Governor Allen that Garrett had denied making the remarks heard by five reporters and at least a dozen policemen; wherupon Governor Allen declared that the "incident is closed as far as I am concerned".

But in the meantime Garrett was seriously injured while driving a racehorse at the Marshfield fair, and this revived public interest in his case. Garrett then told reporters he had received several death threats, and announced that he intended to apply for retirement on a pension because of injuries sustained in a raid two years previously.

A few days later Garrett alleged the

police were "hounding" him and offered to resign from the department without a pension. Boston papers stated that Garrett was under constant police surveillance. It also was reported in the Boston papers that late in September Garrett made a hurried trip to Washington and applied for a job in the Prohibition Unit, but was turned down because he had no civil service status.

Early in October one of Garrett's high-priced cars was stolen from a Roxbury garage and left in a badly battered condition before an old barn in the Revere section. "Sparky" Chiampa, a North End gangster, was found shot to death in this barn on January 20, 1929. He had been a racketeer and was murdered for "squealing." In police circles the episode generally was interpreted as a warning to Garrett.

Two days later Garrett was notified that he must appear before the Police Trial Board at some indefinite future date to face charges of disobedience. It is the belief of newspapermen in Boston that Garrett will be broken. Nor is he likely to squeal in the process. Too many persons have been taken for a ride in Boston for just that thing.

John J. Donavan was "knocked off" last spring because he hijacked a liquor truck owned by the "Big Boss". Micky Rocco, better known as "The Wise Guy", and George O'Donnell were arrested as they left the car in which the victim lay dying. At the first trial the whole jury panel was discharged because of allegations of "fixing", and in the second trial the twain were acquitted.

Tom Douris, a well-known bootlegger, also was badly wounded in a Boylston Street hotel last November. He refused to squeal, and those arrested in the room professed entire ignorance of the case. Douris had been arrested 43 times and has served several jail terms. He is now running a big bar room and gambling joint at Nantasket, and imports liquor on a large scale.

United States District Attorney Frederick Tarr is authority for the statement that there have been 54 gang killings in Boston in the last six years. Very few of the killers have been convicted.

Garrett, of course, in newspaper interviews has adopted the rôle of martyr and declares he has been "railroaded" because of his activities against the bootleggers. And there is no denying that he *has* been active—at least against some bootleggers. It is significant, however, that most of the "big fellows" stay in business.

Few insiders take Garrett's protests seriously. His lavish and ostentatious display of wealth has created bitter criticism inside as well as outside the police department. The average man in the street cannot help wondering where he gets it, and it is demoralizing to other members of the police force to see a patrolman riding about in eight-cylinder cars and owning blooded stock and race-horses. It is the belief of Boston newspaper reporters that Garrett has been the "bagman" for certain higher-ups who finally got rid of him because they were not satisfied with their percentage of the split.

This logically raises interest in the identity of the higher-ups; for it is patent that the wholesale corruption in Boston could not continue without the connivance of certain key-position politicians. Crime can never be wholly stamped out anywhere; but when the underworld openly gets in the saddle as it has got in Boston there can be only one explanation, which is that the little racketeers pay tribute to the big racketeers, and so on up the line.

Mr. Curley, a typical Irish-American politician, served as mayor from 1913 to 1917. He was succeeded by Mayor Peters, who was in office when Calvin Coolidge rose to undeserved fame as the

hero of the police strike. Curley came back in 1921 and served until 1925. He then was followed by Malcolm Nichols, and he has now again been elected mayor by a big majority.

Curley has the reputation of being his own man; but the recent incumbent was mayor in name only, and the real conduct of the city was lodged in the hands of a small clique of professional fixers who were willing to accommodate all comers if paid sufficiently large "retaining fees". According to common rumor, four men constituted the unofficial "executive council" of the recent administration. Three of these men were lawyers and could legally take bribes in the guise of retaining fees. According to common report these men must "be seen" before official action is taken on contracts, purchases, or important appointments.

Governor Alvin T. Fuller paid his respects to the Nichols administration in a public address December 17, 1928, a few days before he retired from office. Asserting that he spoke so that the people of Boston might know the facts, the Governor in blunt language charged that while Mayor Nichols delayed action on the East Side tunnel (a proposed subway) his favorites were buying up the land involved at abnormally low prices and would later unload on the city. Nor did Mr. Fuller confine himself to vague generalities. He became very specific indeed.

He said that the city had paid $192,000 for a plot of land in Dorchester bounded by Geneva Avenue and Greely and Freeman Streets, although the land had cost only $11,000 and the city's own realty experts had appraised it at between $15,000 and $25,000.

Governor Fuller specified another parcel of land. It had been purchased for $150,000 in 1923, and later one-third of it was sold to the city for $198,603. He also showed that the East Boston Realty Company, which owns real estate near the proposed East Boston tunnel, had been allowed to compromise $351,327 in back taxes and interest owing to the city for $100,000.

"The people of Boston," Governor Fuller declared, "are being systematically robbed by a group of men masquerading as politicians."

Governor Fuller referred to the so-called "executive council" as "the four horsemen of the Apocalypse" and then named one man [Bob Bottomley] as the "morning mayor", another man [Ernest Goulston] as the "afternoon mayor", and a third man [Charles Innes] as "the mayor who looks after the duties at night". Governor Fuller said that a recent statement by Mayor Nichols indicated that "he is in his usual irresponsible condition".

Governor Fuller concluded by declaring he had "tried to get a bill passed to make members of the State Legislature register all fees they earned inside the State House, but the boys would not pass the bill."

Under the law of Massachusetts all expenditures of the City of Boston are subject to investigation by a Financial Commission appointed by the Governor. This law was passed by upstate reformers a few years ago for the express purpose of checking the depredations of the Boston politicians. John C. Dowling, who was appointed chairman of the "Fin-Com"—as it is called in Boston—bears the reputation of being a zealous official of unquestioned integrity. He has made determined efforts to run down rumors of fraud and has not stopped when the trail seemed to lead to the doors of men high in business and political affairs.

Mr. Dowling's term of office expired on October 9, and Governor Frank G. Allen failed to reappoint him. Instead

he named Frank A. Goodwin, who had been removed from the office of Registrar of Motors about two years previously by Governor Fuller. Goodwin ran for governor, but was defeated in the primary. He then became an active booster for Allen, who was barely elected over the Democratic nominee.

The failure to reappoint Dowling as head of the Financial Commission has created a furor of considerable proportions in Boston, and may well affect the result of the next state election. Dowling himself directly charged that Governor Allen had allied himself with "the gang in Boston" and was trying to prevent exposure of his political associates and men prominent in Boston.

My term as chairman of the Financial Commission expired today [Mr. Dowling stated to newspapermen when notified he was out]. The Governor did not reappoint me. It was no surprise to me. On March 16, 1929, just as I had got important evidence in the Exchange Street widening case, I was summoned to the Governor's office, and, while the Governor sat in one room denying he had sent for me, Mr. Wright, his secretary, in another room, in veiled and covert language, threatened me about exposing public men.

I refused to be diverted from my investigation of the Exchange Street deal. Neither money, nor influence, nor friendship, nor loss of office could deter me from exposing the facts in the Exchange Street widening. Herbert F. Winslow, Channing Cox, Daniel G. Wing [both former governors] and Malcolm E. Nichols were important witnesses, summoned publicly, in this investigation. I make no further comment.

When I took office as chairman, only at the direct request of Governor Fuller, I knew that the alliance of the gang in Boston with the incoming State Administration was complete. For 21 years I have stood for honesty and integrity in public affairs. The forces of good and evil are now sharply defined. The Governor of this great Commonwealth has taken his place on the side of the gang. So let it be. The Governor has served notice on the citizens of Boston that his friends must be let alone. No man's job in the public service is now safe.

The statement of the deposed chairman of the Financial Commission immediately drew from Governor Allen a declaration that Dowling's charges were made "in wilful disregard of the truth", that they revealed his unfitness for the position, and justified the Governor's judgment in making a change. Nevertheless, decent sentiment in Boston is behind Dowling. Those who have followed the trend of affairs in recent years know there is ample evidence to substantiate his main charge that "the alliance of the gang in Boston with the incoming State Administration was complete".

How could it be otherwise? There cannot be widespread corruption in the lower strata of society without its eventually extending to the top. Or, to put it differently, there must be corruption at the top to permit general rottenness at the bottom. And, after all, the Police Commissioner of Boston is named by the Governor and can be removed by him. The Governor cannot escape responsibility. He is justly blameable if bootleggers, white slavers, fences for the disposal of stolen property, dope peddlers, gamblers and gunmen are allowed to prosper in the city of Boston under police protection—and that is precisely the situation existing in the capital of Massachusetts today.

The city that once was called the "Athens of the West", and with commendable pride boasted of its culture, has become a veritable happy hunting-ground for bawds, bootleggers, gamblers, and gunmen. These are the fruits of Prohibition!

RECORD 12/18/29

Curley Sends Daughter's Xmas Gift Abroad

12/18



(Daily Record Photo)

Capt. A. Winton of German Lloyd liner Stuttgart, Mayor-elect James M. Curley, Charles De Groot, and James T. Hogan (left to right), aboard the liner as the mayor-elect handed to De Groot a gift sent by his daughter to a friend in Germany. Hogan, a passenger sailing abroad, will deliver the gift.

GLOBE 12/19/29

MAYOR-ELECT'S SON HUNTS DOG IN VAIN

Officer Gets Photo of Pet for Francis Curley

Francis Curley, son of Mayor-Elect James M. Curley, has lost his companion and pet, "Tammany Boy."

Daily Francis has searched his neighborhood in Jamaicaway for some clew to the missing bowwow, but each day he has returned home, tired and footsore, without his pet. But Francis is possessed of his father's resourcefulness. He isn't ready to quit his search. He has confidence that his dog will come back to him, because Tammany Boy and he are pals.

While pursuing his search yesterday afternoon Francis met his other pal, motorcycle officer Joseph Chalifaux of Station 13, and told him the story. It carried a pathetic appeal. The good-natured bluecoat sympathized with the lad and told him he would do everything that he could to locate "Tammany Boy." Tihs assurance raised the child's hopes and he added "I'd like to see the picture of Tammany Boy and me in the Museum."

This statement aroused a thought in officer Chalifaux' mind. The officer recalled that Tammany Boy had taken a prize last June in the pet show at the Children's Museum.

So he took the little fellow by the hand and marched across to the museum, where he presented Francis in this fashion: "He wants something, and I sure would appreciate it if you saw that he got it." The staff member was ready to turn over most anything in the museum from Molly, the elephant, to the dressed fleas in the miniature case after she had heard the boy's plight.

Officer Chalifaux reminded her of the pictures of the missing dog and Francis. She quickly produced three different poses of Tammany Boy and his little master. Francis gazed at them long and earnestly, tears welling in his eyes.

"How would you like one of these photographs to keep?" asked the staff member.

"I like it; sure I'd like it," burst out the pleased lad.

And it was given to him.

Francis was truly grateful for this gift, but he would be even more thankful if the man who took his pet would send him back home.

AMERICAN 12/20/29

CURLEY GETS FLOUTED BY PROMOTIONS

Municipal War Looms as a Sequel to Nichols' Last Moves

In the last few days of his administration Mayor Malcolm E. Nichols is defying Mayor-elect James M. Curley by filling all possible vacancies and making promotions which, it is said, the incoming mayor will not be able to set aside.

The latest act of this kind by Mayor Nichols is the promotion of 13 firemen, who, according to experts in things political, cannot be demoted by Mr. Curley after he takes office. Friends of the mayor-elect have a different viewpoint, however, and predict that Mr. Curley will set aside many of Mr. Nichols' last-minute appointments and promotions.

Mayor Nichols has notified four lieutenants and nine privates in the fire department to appear before him tomorrow for promotion.

The lieutenants who will be given the rank of captain are: Charles D. Robertson, Engine 35, Broadway, city; Patrick F. O'Neil, Engine 12, Dudley st., Roxbury; James P. Shea, Ladder 20, Boston st., South Boston; Edward F. Cunniff, Engine 53, Walk Hill st., Forest Hills.

The privates in line for promotion to lieutenants are: Hoseman William J. McGrath, Engine 43, Andrew sq., South Boston; Ladderman Norman R. Doyle, Ladder 19, East 4th st., South Boston; Hoseman John V. Stapleton, Engine 22, Warren ave., South End; Hoseman John F. Howard, Engine 1, Dorchester st., South Boston; Ladderman Eugene J. Doherty, Ladder 6, River st., Dorchester; Hoseman Clarence R. Ritchie, Rescue Company 2, Dudley st., Roxbury; Apparatus Operator Michael J. McGonigle, Engine 2, East 4th st., South Boston; Apparatus Operator Francis B. Hanron, Engine 37, Longwood ave., Roxbury; Hoseman John T. McPhee, Engine 17, Meeting House Hill, Dorchester.

Neither Mayor-elect James M Curley, the new fire commissioner, whoever he may be, nor the head of the Civil Service will be able to change their ranks, it is declared, once the promotions go through. The law protects the men though, it is declared, there are already far too many officers in the department.

In addition to the promotions ordered by the mayor, the appointment of 28 new men to the ranks of the fire department has been ordered.

Changes and transfers will have to follow in the wake of the promotions when they go through, and those in the department who learned of the impending promotions were conjecturing as to their own fate as soon as the changes come.

Officers of the fire department pointed out that there are already extra lieutenants in every district headquarters in the department, five extra lieutenants on duty at the fire department headquarters and extra lientenants in many of the companies throughout the department.

In all, these officers declared, there are at present 23 extra lieutenants on duty. With the appointment tomorrow morning of nine more there will be 32 extra lieutenants in the department, a situation said to be unparalleled in the history of the city.

Practically the same situation exists among captains in the department. Unless several vacancies are created shortly among captains on duty now there will also be an extra group of captains in the department with the promotion of the four lieutenants tomorrow morning.

GLOBE 12/20/29

EDITORIAL POINTS

12/20

Will Mayor Nichols send an invitation to Mayor-elect Curley to be present when he is to dedicate the Memorial Administration Building at the Boston Airport a week from Monday?

GLOBE 12/18/29

FOLEY RAPS DRY LAW AS CAUSE OF CRIME

District Attorney Speaks at Testimonial Dinner to Councilor-Elect Englert



WILLIAM J. FOLEY
District Attorney



COUNCILOR-ELECT E. L. ENGLERT
Ward 11

Dist Atty William J. Foley vigorously attacked the prohibition law last evening in an address at Arbeiter Hall, Roxbury. Referring to the much-discussed Volstead act, he said that the present law makes it possible for hijackers to operate and that it is directly responsible for a great many holdups.

Hi-jacking is but the first step to the more serious crime of armed robbery, the district attorney declared. He told of a recent case prosecuted in Suffolk County of four men from Chelsea who were given prison sentences aggregating 100 years. This quartet admitted to Dist Atty Foley that they began their careers of crime as hijackers and that with the experience gained at this business they turned to bigger stakes and became armed robbers.

"No Farmers in Roxbury"

Taking a fling at the Roxbury Court, Dist Att Foley caused considerable laughter when he stated that there were no farmers in Roxbury. He said that certain judges in that court seemed to have a penchant for making farmers out of Roxbury men by sending them to the State Farm at Bridgewater to take up the study of agriculture. Dist Atty Foley said that he impressed the judges of the court that Roxbury was not a farming community and that if the State Farm was in dire need of farm hands they should be procured from the western part of the State, where the men would be better qualified. Mr Foley said that it had been a practice of the court to send offenders to the State Farm even in cases where the defendants did not have long records.

The district attorney was among the principal speakers at a banquet and testimonial tendered to Councilor-Elect Edward L. Englert of Ward 11. More than 500 persons attended and many State and city officials were present.

Gaspar G. Bacon, president of the Massachusetts Senate, said that the gathering present was a fine personal tribute to the guest of the evening.

Senator Bacon was considerably amused by the fact that two members of the Boston City Council had to read the words of the song "The Sidewalks of New York," when six members of that body sang it.

Ex-Fire Commissioner Theodore A. Glynn predicted the complete debacle of the Republican party in another year.

Given Check and Watch

Telegrams were received from Mayor-Elect Curley, Gov Allen and Mayor Nichols, expressing their regret at their inability to be present.

Councilor-Elect Englert was presented with a check for a substantial sum of money and also a watch by George Kelley, in behalf of those present. Mr Englert made a brief speech of acceptance and thanked all those who made his election possible.

Among those present were Rev James Dowling of Our Lady of Lourdes Church, Jamaica Plain, State Treasurer John W. Haigis, Ex-Senator John J. Carney of East Boston, Election Commissioners Frank B. Seiberlich and James J. Mulvey, Ex-City Treasurer John J. Curley, City Councilor-Elect Leo F. Power of Ward 10, Pres Joseph X. McManus of the Ward 10 Improvement Association, City Councilors Peter Murray, Herman L. Bush, John F. Dowd, Michael J. Mahoney, William G. Lynch, Thomas H. Green, Michael J. Ward and Israel L. Ruby, Thomas C. Manning, Ex-City Councilor Joseph Reisman of Revere, Carl H. Kohlus, Representative Thomas H. Carr, Ex-Asst Dist Atty Hugh J. Campbell, Representative William H. Barker, Ex-Representative Maurice J. Tobin, Thomas A. O'Connell and attorney Irving L. Lewis.

Asst Dist Atty Daniel J. Gillen was toastmaster. John J. Dow was chairman of the banquet committee and introduced the toastmaster.

A program of entertainment was given by Billy Barker, William Timmons and Joseph Patterson.

TRANSCRIPT 12/18/29

New Term Approved for City Officials

12/18

Mayor Nichols's recent reappointments of Colonel Thomas F. Sullivan, Nathan E. Heller and James B. Noyes of the Transit Commision, and of Major Charles T. Harding of the Street Commision, received the approval of the Civil Service Commission at their regular weekly meeting, yesterday.

Colonel Sullivan, as chairman of the transit board, first entered the city service as commissioner of public works in the Peters administration. He became transit commissioner eight years ago by appointment of Mr. Curley. Mr. Noyes served on the Transit Commission years before he was named by Mr. Nichols, three years ago, after he had refused on offer of appointment to the Schoolhouse Commission as chairman. Mr. Heller, first appointed to the board three years ago, was at the time one of the youngest men to enter the city service in a high capacity. He is a lawyer.

Major Charles T. Harding, president of the Dorchtster Republican Club, represented old Ward 20 in the Common Council during the years 1906-7-8-9. He is a graduate of the Dorchester High School and has taken special courses at the Massachusetts Intitute of Technology and at Harvard. He was appointed by Mayor Nichols. He was once a member of the First Corps of Cadets and during the World War was in service at the War Department in Washington. After the war he was commissioned major in the Reerve Corps. He is a member of numerous organizations, military and fraternal.

TRANSCRIPT 12/18/29

Hultman Suggested for Fire Marshal

12/18

Although Governor Frank G. Allen has given no indication of his intentions in the matter, it is the belief of many persons that he intends to appoint Fire Commissioner Eugene C. Hultman of Boston to the post vacated by the recent death of State Fire Marshal George C. Neal. Other names have been mentioned for the position but Mr. Hultman's is the one most frequently recurring.

No appointment is looked for today, when the executive council meets, a circumstance that gives added substance to the belief, because of the fact that Mr. Hultman's term as Boston fire commissioner has several weeks to run and it is no secret that Mayor-elect James M. Curley does not intend to retain him. Friends of Deputy State Fire Marshal Timothy C. Murphy are confident that he will be chosen to succeed his recent superior because of his familiarity with the duties of the office and the commendation that he has frequently earned as a result of his work.

RECORD 12/20/29

Citizens to Dine Counc. Gallagher

Noted State and city dignitaries will attend a banquet to be tendered Councillor Edward M. Gallagher of Ward 22 at the Boston Chamber of Commerce Thursday, Jan. 2, by Brighton and Allston citizens. The occasion is to be a public appreciation of his untiring efforts towards public improvements in Brighton.



E. M. Gallagher

Among the speakers are to be Lieut.-Gov. Youngman, Mayor Nichols, Mayor-elect Curley, ex-Mayor Fitzgerald and Mayor-elect Weeks of Newton. Many other men high in the financial, economic and political world are to attend.

TRANSCRIPT 12/21/29

Unpaid Taxes 8 Million but Surplus Sure

Collector Johnson Using Most Energetic Means in Treasury's Behalf

Market Slump Factor

Two Weeks Yet for Campaign Before Curley Takes City Hall Command

By Forrest P. Hull

It is not a happy Christmas thought for Mayor Nichols, two weeks before he lays down the cares of office, or to James M. Curley, his successor that at the close of business at City Hall today there remained outstanding in current taxes for the year $8,000,000, perhaps the greatest amount of record, and this despite the fact that Collector George H. Johnson, by authorized notices in the press and by repeated energetic appeals by letter and telephone, had been unable to stir hundreds of laggard taxpayers, some of them large corporations that always wait until the last moment.

But city officials left their tasks for the week-end hopeful that the financial tide would rise before the fiscal year ends on the last day of the month, and, in fact confident that even with certain large deficits to reduce in the departments, such as $130,000 for soldiers relief and at least $50,000 for the hospitals, Mr. Curley could count on a treasury surplus, perhaps as high as $1,000,000. Naturally, the greater part of all municipal treasury balances is due to tax collections. The year coming to a close was highly favorable financially until the stock market crash last month. Tax collections ran an even course up to that dismal period and Collector Johnson received hearty congratulations from the mayor.

A treasury surplus means little unless it can be reflected in public improvements or in a reduction of the tax rate. Surpluses are so uncertain that it is rather precarious or an unsound business policy to use them indiscriminately, or to depend upon them for current needs. But they are much more common than deficits, due to the energetic watch dogs of the treasury from one administration to another. In fact, from 1910-11 to the present time there have been only six treasury balances in red ink.

Dismal Time for Peters

No mayor ever faced more discouraging possibilities than did Andrew J. Peters. The treasury deficit at the beginning of the city's financial year of 1919 was $93,210 and at the beginning of 1918 it had reached the high mark of $804,879. He began his four-year term not only with a sadly encumbered treasury, but with nervousness over the general conditions. Prices of supplies and materials were fast soaring to unheard-of heights; salary demands were heavy and insistent and municipal progress in all directions was threatened.

It must not be supposed that the municipal treasury has fluctuated between poverty and affluence in its more modern days. The deficits of 1918 and 1919 had been preceded in 1915 by a deficit of $69,664 and six years had intervened from 1908 when the books were $488,238 shy. The greatest treasury surplus up to the time of the Peters administration was that of 1911 under Mayor John F. Fitzgerald, wher the books closed with a balance of $1,486,805. In the following year there was a surplus of $1,003,244. For the next two years there was rising $500,000 on hand each year, but in 1917 under Mayor Curley, a surplus of $1,182,721 was recorded.

It was during the Peters administration, however, that the city made its best financial showing in this regard. His first year showed a treasury balance of $2,039,133; the second year, $3,817,250, the greatest on record, and the third year, $3,769,327. The final year showed a deficit of $93,210.

Nichols's Hard Problem

Four years ago when Mayor Nichols came to City Hall the city had made a temporary loan of $1,500,000 to provide for the remaining days of the Curley administration and for two or three months of the new administration. But the treasury deficit which offered so hollow a greeting to the new mayor was of slight moment considering the excessive burdens which he was obliged to accept in adjusting general financial matters for the first year. He found it necessary to provide more than $4,000,000 additional revenue over the preceding year and that large amount, as he made clear in his inaugural address, forced him to increase the tax rate by $5.

During the final Curley administration taxes came in so slowly that the city was obliged to go into the market for $22,000,000 in temporary loans, the largest amount ever recorded up to that time. But unlike other cities in the Commonwealth Boston paid off these loans when the treasury permitted it, thus saving a large amount of interest. Temporary loans are necessary every year, of course, and in 1926, of the Nichols administration, it was necessary to borrow $24,000,000; in 1927-28, $19,000,000, and this year $21,000,000.

HERALD 12/21/29

CURLEY MAINTAINS STAND ON FIREMEN

Said to Be Bent on Canceling New Promotions

Despite the silence of Mayor-elect Curley last night regarding the promotions of 13 firemen, which will take place in the office of Mayor Nichols today, friends of Mr. Curley learned he would stand by his previous declaration to "demote every officer who receives a higher grade" during the closing days of the present administration.

Mayor Nichols has notified four lieutenants, who will be promoted to captain, and nine privates, who will be made lieutenants, to appear before him today for promotion. In addition to the promotions made by the mayor, the appointment of 28 new men to the fire department has also been ordered.

Fire Commissioner Hultman said yesterday that in selecting lieutenants and privates for promotion Mayor Nichols chose only enough men to fill existing vacancies. The names were taken in the order in which they appeared upon civil service eligible lists.

In fire department circles it has been accepted that a great many promotions to lieutenants and captains would be made before the end of the year, but Commissioner Hultman emphatically denied knowledge of such a plan and put no faith in the report.

Confirmation of the belief at City Hall that the fire commissioner had not been recognized in the matter of department appointments was given yesterday when Mr. Hultman refused to make known the recipient of a promotion from hoseman to apparatus operator. The commissioner declared that the information must be obtained from Mayor Nichols.

It has been common gossip in the fire department that Chief Daniel F. Sennott, who has publicly announced that he has decided to retire, will be pensioned and Assistant Chief Henry A. Fox elevated to chief. A general advancement of subordinates would follow.

Opinions differed yesterday as to whether Mayor-elect Curley will be able to set aside any of the promotions made by Mayor Nichols inasmuch as the men come under civil service. Changes and transfers will follow in the wake of the promotions after they become effective today.

Post 12/22/29

Mr. and Mrs. Curley Aid

Mayor-elect and Mrs. James M. Curley, themselves parents of a large and happy family, yesterday sent their annual contribution of $100 to Post Santa toward brightening what would otherwise be an unhappy Christmas Day for unfortunate boys and girls.

Accompanying their contribution was the following letter:

"Congratulations on your splendid work in behalf of the children to whom Christmas means so much.

"It is a pleasure to contribute in behalf of Mrs. Curley and myself one hundred dollars ($100) to help make the children happy.

"With every good wish, I am

"Sincerely yours,

"JAMES M. CURLEY."

Globe 12/22/29

MAYOR EXPECTS TO LEAVE SURPLUS

Nichols Well Satisfied With Four-Year Record

Boston is a long way from being the laughing stock of the State when it comes to collection of taxes, declared Mayor Nichols last night when he was shown a story in an afternon paper to that effect.

The Mayor expressed himself as very well satisfied with the manner in which taxes have been collected during his four years' administration, and declared that City Collector George H. Johnson will make every effort in the remaining days of the present municipal administration to gather as much of the outstanding taxes as possible so that the Nichols regime will pass into history leaving a substantial surplus, $1,000,000 if possible, for the incoming Mayoralty administration.

Mayor Nichols said that the collections in Boston will compare most favorably with every large city in the State, if not the country. The Mayor pointed out that a city as large as Boston has tax problems that the smaller cities do not have to contend with. The Mayor said Collector Johnson has gone after taxes with persistence and vigor and the result will be the tax books of the city will close with a surplus. Boston has already, according to Mayor Nichols, gathered in close to 85 percent or perhaps more of her outstanding taxes, and that in itself is a very fine record.

The city has not exceeded its borrowing power, said Mr Nichols and the fiscal year will close with about $750,000 that may be used by the incoming Mayor.

The books of the city indicated yesterday that there was a total of $8,000,000 in outstanding taxes after the determined efforts of Collector Johnson to gather in every dollar possible. On the surface, with the present administration only two weeks left, the outlook is not so rosy, but both the Mayor and Collector Johnson are very hopeful that many of the tax laggards and several of the big concerns that wait until the last minute will be heard from by payment of substantial sums.

Collector Johnson has collected more than a million dollars in the last few days despite the fact that since the slump in the market a few weeks ago collections have been unusually slow. But this was a temporary condition, in the opinion of city officials, and the money due the city should come in in substantial sums.

Post 12/22/29

FIGHT FOR PRESIDENT OF COUNCIL

Half of Members Said to Be Candidates

The battle for the presidency of the 1930 City Council, which will take office immediately following the inauguration of Mayor-elect Curley at Symphony Hall two weeks from tomorrow, was launched last night.

It was asserted that no less than half of the 22 members have aspirations for the presiding officer's chair.

M'GRATH MAY WIN

It is conceded that the Mayor-elect could settle the fight with a word. Practically all the members flocked to his band wagon during the recent campaign. But the next Mayor insisted that he would keep his hands off the Council fight and it promises to be a strenuous one.

It was reported last night that Councillor-elect Joseph McGrath of Dorchester had been assured of sufficient votes to win the presidency. During the last campaign he was one of the noonday rally speakers at the noonday rally speakers at the noonday rally speakers at

AMERICAN 12/22/29

CURLEY MEN RESENT FIRE DEPT. SHAKEUP

Complain Citywide Changes Will Handicap Incoming Administration

An attempt to handicap the impending city administration was seen by Curley supporters in the big fire department shakeup announced yesterdya.

Curley sympathizers pointed out as significant the fact that the general orders announcing 19 promotions and 53 shifts in the rank and file were issued half an hour after Commissioner E. C. Hultman left Mayor Nichols' office.

They also emphasized that the upheaval, which fills all the vacant places in the fire department lists, came after Mayor-elect Curley had publicly declared that appointments in the dying days of the old administration would seriously cramp the new city government.

HAD BEEN ACCUMULATING.

In the absence yesterday of Commissioner Hultman, Chief Daniel F. Sennott told the Boston Sunday Advertiser that no political significance was to be attached to the new promotions, retirements, transfers and assignments.

Some of the transfers, he explained, are made at the request of the men involved, for personal reasons.

This fact is well known, but, it was insisted yesterday by Curley men, it is significant that so many such applications, which have been accumulating, should be acted on at this particular time.

Other transfers, Chief Sennott said, have been made for the good of the service "in an educational way." By this he meant, he explained, that men who have been serving in the "high pressure" downtown district exchange places with men in the outlying districts, in order that the latter may have the experience that is to be gained only in the "high pressure" territory.

According to the general orders, two captains, three lieutenants, a hoseman and a ladderman have been pensioned for physical disability, and "leave the department with the best wishes of their associates."

LIST OF TRANSFERS.

Capt. Michael J. Aylward, Engine 36 to Engine 32; Capt. Frank L. Lyons, Ladder 2 to Engine 19; Capt. Daniel Crowley, Ladder 31 to Ladder 2; Capt. Jacob G. Berninger, Ladder 21 to Engine 9; Lieut. Thomas P. Reilly, Engine 17 to Engine 35; Lieut. David J. Curran, Ladder 23 to Ladder 16; Lieut. Daniel Gill, Engine 46 to Engine 49; Lieut. Francis J. Newell, Rescue 3 to Ladder 20; Lieut. Frederick W. Robinson, Engine 19 to Engine 46. Lieut. Francis A. Agnew, Rescue 1 to Engine 12; Lieut. Howard M. Dolbeare, Tower 2 to Rescue 1; Lieut. William A. Henneberry, Engine 41 to Tower 2; Lieut. Thomas J. Mulhern, Tower 3 to Engine 17; Lieut Charles J. Casey, Engine 13 to Ladder 27; Lieut. John F. Cox, Headquarters to Ladder 23; Lieut. Malcolm McIntosh, Headquaters to Engine 45; Lieut William P. Dugan, Headquarters to Engine 41; Lieut. Francis J. Linney, Headquarters to Engine 43; Lieut. Patrick E. Collins, Headquarters to Rescue 3.

Driver William H. Loughlin, Engine 3 to Engine 2; Driver Thomas F. Flaherty, Engine 36 to Engine 45; Driver Bernard J. Farren, Engine 45 to Engine 36; Driver Peter J. Connelly, Engine 42 to Engine 53; Driver James F. Hoban, Engine 32 to Engine 42; Hoseman John F. Sullivan, Engine 9 to Engine 49; Hoseman Thomas F. Murray, Engine 23 to Engine 45; Hoseman Michael E. Kelliher, Engine 23 to Ladder 10; Ladderman Michael J. O'Toole, Ladder 10 to Engine 7; Hoseman Joseph F. Lynch, Engine 16 to Ladder 27; Hoseman John J. Dunbar, Engine 38-39 to Engine 32; Hoseman Martin J. McDonough, Engine 45 to Engine 53; Hoseman John J. M. Breslin, Rescue 3 to Ladder 12; Hoseman Frederick Russell, Engine 50 to Engine 32; Ladderman Edward D. Rooney, Ladder 12 to Engine 3; Hoseman James J. McGoldrick, Engine 49 to Engine 28; Ladderman James F. Callahan, Ladder 6 to Rescue 2.

Hoseman Michael L. Conley, Tower 3 to Engine 43; Hoseman Garode R. Joyce, Engine 32 to Ladder 18; Hoseman Edward F. Daley, Engine 7 to Ladder 8; Ladderman Benedict J. Phillips, Ladder 8 to Ladder 5; Hoseman Harold E. Boyd, Engine 16 to Engine 19; Hoseman John J. Ritchie, Engine 50 to Rescue 3; Hoseman Allan R. McIntyre, Rescue 3 to Ladder 2; Hoseman Richard A. Ash, Engine 37 to Engine 22; Hoseman Robert J. McGonagle, Engine 41 to Engine 23; Ladderman Cornelius J. Murphy, Ladder 20 to Ladder 19; Hoseman Arthur W. Howard, Engine 47 to Engine 32; Hoseman Charles H. McCarthy, Engine 47 to Engine 1; Hoseman John J. Fitzgerald, Engine 5 to Engine 17; Hoseman John J. McGowan, Engine 52 to Engine 38-39; Hosemar Martin J. Doran, Engine 2 to Ladder 18; Hoseman Charles E. Olsen Engine 11 to Maintenance Division, Ladderman Edward McNabb, Ladr 18 to Engine 6.

THESE ARE PROMOTED

The following promotions were announced:

Lieut. Charles D. Robertson, Engine 35, to captain, Engine 45; Lieut. Patrick F. O'Neil, Engine 12 to captain, Ladder 31; Lieut. James F. Shea, Ladder 20, to captain, Engine 36; Lieut. Edward F. Cunniff, Engine 43, to captain, Ladder 21.

Hoseman John C. J. Merrill, Engine 53, to lieutenant, Water Tower 3; Apparatus Operator Michael J. McGonagle, Engine 2, to lieutenant, Engine 44; Hoseman William J. McGrath, Engine 43, to lieutenant, headquarters; Hoseman John F. Howard, Engine 1, to lieutenant, headquarters; Ladderman Eugene J. Doherty, Ladder 6, to lieutenant, headquarters.

Hoseman John T. McPhee of Engine 17 to lieutenant at headquarters; Ladderman Norman R. Doyle of Ladder 19 to lieutenant, Engine 47; Hoseman John V. Stapleton of Engine 22 to lieutenant at headquarters.

Apparatus Operator Francis B. Hanron of Engine 37 to lieutenant at headquarters; Second Engineer Joseph F. Murphy of Engine 47 to first engineer, to Engine 44; Third Engineer Maurice A. Daley of Engine 44 to second engineer, to Engine 47; Fourth Engineer Bernard J. Mullen of Engine 44 to third engineer, to Engine 44; Hoseman John P. Creedon of Engine 44 to fourth engineer, to Engine 44; Hoseman Clarence R. Ritchie of Rescue 2 to apparatus operator, to Engine 3; Hoseman Thomas J. Donovan of Engine 12 to apparatus operator, to Engine 37.

The retirements are:

Capt. Daniel M. Shaughnessy of Engine 19, Capt. Ernest O. Haines of Engine 45, Lieut. Patrick H. Kenney of Engine 45, Lieut. Carl F. Bode of Ladder 27, Lieut. Daniel J. Gearin of Engine 46, Hoseman George F. Doyle of Engine 27, Ladderman Arthur C Carnes of Ladder 23.

GLOBE 12/22/29

NOTABLES TO AID CHRISTMAS FUND

For Disabled Veterans in Program on WNAC

Gov Frank G. Allen, Mayor-Elect James M. Curley and Maj Gen Clarence R. Edwards will head the list of speakers at the annual Christmas Basket Fund program to be broadcast from Station WNAC, under the auspices of the Disabled Veterans' Christmas Remembrance Committee, at 4 o'clock this afternoon.

During the broadcast a group of society debutantes will preside at the Station WNAC telephones to record the donations of the people of Massachusetts. These girls, working under the direction of Miss May Horn, will register the donations at any of the following telephones: Hancock 8207, 8585, 8586, 8587, 1324, 1240 and 5035.

Roy Harlow, studio manager of Station WNAC, will be the master of ceremonies during the broadcast, while the musical program will be furnished by the concert orchestra under the direction of Charles R. Hector.

His Eminence Cardinal O'Connell will be represented by Rev George E. O'Connor of the Catholic Charitable Bureau.

The vocal numbers, which will intersperse the broadcast program of one hour, will be rendered by the Knickerbocker Quartet.

HERALD 12/22/29

CITY FINANCES OUTLOOK DARK

Heavy Snowstorm Would Find Curley in Office With Deficit

TARDY TAXPAYERS STILL OWE $9,000,000

The condition of the city finances became a matter of public concern yesterday when it became known that a heavy snowstorm would probably cause Mayor-elect Curley to find a treasury deficit when he takes office.

Unpaid taxes amounting to more than $9,000,000 have caused a serious situation. The mayor-elect, as a result of conflicting and disturbing reports concerning the city's financial standing is withholding detailed announcement of important projects which he will urge until he can learn how much money will be available.

PLANS IMMEDIATE INQUIRY

One of Mayor-elect Curley's first official acts, consequently, will be a speedy investigation to determine the facts.

Yesterday hope was expressed that enough tardy taxpayers would settle with Collector George H. Johnson, so that a small surplus will exist on Dec. 30. At the same time a prayer was offered that the weather man would not clutter the streets with snow and thereby force an expenditure of $200,000 for its removal.

The uncertainty about snowstorms and more uncertainty about the visits of delinquent taxpayers to City Hall prevent City Auditor Carven from accurately forecasting the condition of the city treasury when Mayor Nichols retires.

"Just now," he said yesterday, "I am more than hopeful that there will be a surplus, but if we have one or two heavy snowstorms before the new year, I am fearful that the surplus which I believe will exist will disappear. Taxes have been coming in very slowly since Tuesday, when interest at 8 per cent began to accumulate upon all unpaid taxes for the current year. It may be that quite a number of large taxpayers will settle their bills before the end of the year. I hope that they will, because they must do so if there is to be a surplus. At any event, I do not anticipate anything more than a small surplus."

Since Collector Johnson reported Tuesday that tax collections for the current year were 83.33 per cent. of the total of more than $55,000,000 and that unpaid taxes amounted to $9,200,000, his appeals to delinquents have brought results but have not caused any rush to City Hall. The collector is striving to help Mayor Nichols in the establishment of a record for leaving a surplus in the city treasury.

At the close of business yesterday the uncollected taxes were $8,100,000 and unless there is a substantial reduction in the next 10 days the most discouraging record for collections may be the result.

Appropriation accounts, aside from the deficit of $230,000 incurred by unusual demands upon the overseers of the poor, will probably allow of the striking of an even balance. Overdrafts may be offset by unexpended balances.

The financial condition of the city at the close of the year will be unlike last year, when there was a balance of $2,700,000, which had a favorable effect upon the tax rate for 1929. The lack of a surplus will adversely affect the 1930 tax rate.

In spite of conditions Auditor Carven is insistent that "Boston is in as good, if not in better financial condition than any large city of the country. Our city has had a wonderful reputation over a long period of years, and Boston's bonds are in great demand."

HERALD 12/22/29

CURLEY SILENT ON DEPT. HEADS

Rourke Believed Certain of Public Works Post—Others Uncertain

McLAUGHLIN MAY GET GLYNN'S OLD POSITION

Christmas will not be a day of joy for a large number of hopeful candidates for appointive municipal offices unless Mayor-elect Curley decides to play Santa Claus and dispel the gloom which his reticence about the distribution of patronage has created.

His failure to invite prospective department heads who have been awaiting word to receive tenders of appointments, subject to the confirmation of the civil service commission, has transformed the satisfaction which they felt on election night into grave apprehension of the future.

MRS. CURLEY ILL

The intimates of Mr. Curley attribute his silence on political matters to the constant attention which he has given Mrs. Curley whose condition has necessitated his presence at her bedside almost continuously.

Mr. Curley has not been able to give thought to the details of his inauguration. While he has unquestionably decided on the major appointments, he has refused to be bothered by applicants for positions of less importance, and it is possible he will wait until after his inauguration before deciding matters which heretofore have been settled in advance.

That former Commissioner of Public Works Joseph A. Rourke will return from Florida, next week, to formally accept the appointment to his old position is a certainty. The retirement of Commissioner James H. Sullivan, a veteran in the municipal service, is looked for just as soon as approval of Rourke's appointment is made by the civil service commission.

GLYNN BELIEVED OUT

It is expected Edward F. McLaughlin's name will be sent to the commission for approval as the fire commissioner. They say definitely that former Commissioner Theodore A. Glynn will not go back to his old berth. There is a rumor that Glynn may be offered the superintendency of markets.

No credence has been given the report that Edmund L. Dolan, former chairman of the sinking fund commission under a Curley administration, will be named city collector. The post is believed to be destined for William M. McMorrow, collector in the previous Curley administration, and Dolan is expected to return, if he desires, to the unpaid position of sinking fund commissioner.

Scores want appointments and many have been mentioned for jobs they do not want. It is probable new faces will be seen after January at the desks of a number of department heads.

The return of Mr. Curley to the mayor's office will not be hailed with any sincere enthusiasm by many city employes whose positions are within the civil service. Mr. Curley will be on the job promptly at 9 o'clock and will close the mayor's office at 5 o'clock. Department heads and their subordinates will follow his lead, without any definite instructions.

POST 12/22/29

$1,000,000 AS HUB SURPLUS

Mayor Plans to Leave With Sum in Treasury

Mayor Nichols last night revealed that his is planning to end his administratoin with a surplus of about $1,000,000 left in the city treasury.

The Mayor explained that he had not attempted to rush public improvements through at the last minute to use up every dollar of available funds. He pointed out that he has not gone the limit on the borrowing power of the city authorized by the Legislature, for he will turn over the reins of the city government with $750,000 still left in his loan budget.

The occasion for the Mayor's remarks was a report published late yesterday, claiming that "Boston was the laughing stock of the State in the matter of tax collections." Denying the report, the Mayor stated that City Collector George H. Johnson has established one of the best records in the history of the city, placing Boston in the first rank.

Despite the market crash and general economic conditions, the city's financial experts declared that Mr. Johnson had brought in $46,000,000 out of the $55,000,000 in a few months. With ten days yet to go before the end of the year and the closing of the books, they declared that the city will maintain its financial record as the best municipal corporation in the country.

HERALD 12/21/29

State, City, Town Officials Appeal On Radio for Disabled Veterans' Xmas

WEEI, WNAC and WBZ and WBZA will spread the appeal of Massachusetts in behalf of its 2400 disabled war veterans over the air tonight, with state and city officials, musicians and entertainers joining effort to make the 1929 Christmas a real day for the disab'ed soldiers whose stockings will be filled by the gratitude, and its offering, of a grateful state.

Tonight, between 9 and 10 o'clock, the mayors of several cities will make their appeals, orchestras, singers and other entertainers will make the program interesting.

Tomorrow afternoon, between 4 and 5, Gov. Allen, Mayor-elect Curley, Gen. Edwards, Gen. Cole and entertainers will indorse the project, and again between 5:30 and 6:30 there will be another hour of radio enthusiasm in behalf of the veterans. James J. Phelan is treasurer of the fund.

TRAVELER 12/21/29

TO APPEAL FOR VETS OVER AIR

Programs Tonight and Tomorrow in Aid of Disabled

Numerous state and city officials, as well as many well known greater Boston musicians, will take part in the radio broadcasts to be conducted tonight and tomorrow afternoon and evening over stations WEEI, WNAC, WBZ and WBZA in connection with the appeal for funds with which to provide the 2400 dsabled veterans of the world war confined to government hospitals in this state with a stocking filled with gifts on Christmas morning.

The 800 veterans lying in hospitals in other section of the country, far from relatives and friends, will be similarly remembered. The presents will be given in the name of "The grateful people of Massachusetts."

Tonight from 9 to 10 o'clock over stations WBZ and WBZA, Boston and Springfield, appeals will be made by Mayor Malcolm E. Nichols of Boston, Mayor O'Hara of Worcester, Mayor-elect Russell of Cambridge and the mayor of Springfield and Maj. Travers D. Carman. Col. Carroll J. Swan will be master of ceremonies.

Tomorrow afternoon from 4 to 5 o'clock appeals will be made over station WNAC by Gov. Frank G. Allen, Mayor-elect James M. Curley, Maj.-Gen. Clarence R. Edwards, Brig. Gen Charles H. Cole and the Rev. George P. O'Connor, head of the Catholic Charitable bureau.

Tomorrow evening from 5:30 to 6:30 o'clock appeals will be made over station WEEI by former Gov. Alvan T. Fuller, former Mayor John F. Fitzgerald, Lt.-Gov. William Youngman, Mayor-elect Sinclair Weeks of Newton and Mrs. Robert Lincoln O'Brien, chairman of the participating organizations of the Disabled Veterans Christmas Remembrance committee. Eben S. Draper, chairman of the general committee, will be master of ceremonies.

Each Christmas stocking will cost at least $2.50. Contributions should be sent to James J. Phelan, treasurer, 60 Congress street, Boston.

GLOBE 12/21/29

ST ANDREW'S DAY SCHOOL'S PROGRAM

Christmas Exercises Held in Brookline

The Christmas exercises of St Andrew's Catholic Day School, Brookline, were held this morning before a large audience of parents and friends. A beautifully decorated tree graced the reception hall but the tiny manger proved the feature attraction for the children.

Open chorus, "Noel," upper grades; "The Story of Christmas, grade 2; prayer to the Divine Infant, grade 1; "The Christmas Star," Francis Curley, Gerald Cooney, Mary Conroy, Andrew Foley and Charles Jarvis; hymn, "What Lovely Infant Can This Be," William Cooney and George Curley; recitation, "A Child's Communion," Dorothea Jarvis; recitation, "If Santa Claus Knew," James Gormley; "Santa's Coming," grades 3 and 4; recitation, "Posting Santa's Letter," Mary Kennedy; "The Spirit of Christmas," Dorothea Jarvis, James Gormley, Charles Jarvis and Andrew Foley; concert recitation, "Repose in Egypt," grade 7; story, "The First Christmas Crib," Donald Viano; story, "Santa's Workshop," William Cooney Jr; March of the Christmas Soldiers," primary grades; play, "The Road to Bethlehem," Thomas Gormley Jr, William Jarvis Jr and Timothy Dacey Jr.

Following is the program given:

Monday, according to the usual custom, pupils from the uppergrades will visit five needy families, providing the children with new outfits of clothing, toys and candy. The money for this is saved by the pupils during the school year. Cars for the morning will be provided by Mayor-elect Curley, W. L. Jarvis and W. J. Cooney.

AMERICAN 12/22/29

LIVELY FIGHT FOR HEAD OF CITY COUNCIL

Lynch and McGrath Mentioned as Leading Candidates for Presidency

A campaign looking for the Presidency of the 1930 City Council, which convenes on Jan. 6 next, is being conducted among the members.

Two councillors who are said to be actively interested are Councillors-elect William G. Lynch of South Boston and Joseph McGrath of Dorchester, both Democrats.

That a Democrat will be president is assured. McGrath served his district in the Legislature, and has had two years' experience in the council.

Although Mayor-elect Curley has remained silent as to his likes and dislikes so far as the makeup of the council is concerned, it may be said that if Councillor McGrath was elected president it would not displease him. Mr. Curley assumes the same neutral attitude in reference to the presidency of the council as he did during the campaign.

SERVED FOUR YEARS

Councillor McGrath will undoubtedly be the incoming administration's floor leader in the council.

Councillor, or "Major" Lynch, as his friends are wont to call him, has served four years at City Hall, representing the Dorchester end of South Boston, and was re-elected for another two-year term last November.

He was a candidate for president of the council two years ago and at that time had so much strength that for weeks he held the council in deadlock.

The president of the City Council ranks as acting mayor while the chief executive is away. He becomes a member of the board of directors of the $5,000,000 George Robert White fund, chairman of the board of county commissioners, appoints all chairmen of committees of the council, and generally knows the attitude of the administrations on municipal improvements and projects.

There has been talk around the Hall that Councillor Robert Gardner Wilson, Jr., of Dorchester and Councillor Israel Ruby of Dorchester, Republicans, were in a position to dictate on the first ballot.

OTHER CANDIDATES

Councillor Herman L. Bush of Ward 12, Roxbury, chairman of the finance committee, is a prospective candidate with considerable backing.

Councillor Dr. Seth Arnold, a third term member who represents the Innes ward in the council, is a candidate for the chair. He is a Republican.

The line-up of the council this year was 15 Democrats and eight Republicans. The make-up of 1930 council will be 14 Democrats, seven Republicans and one (Councillor-elect Clement A. Norton of Hyde Park) not enrolled.

Post 12/23/29

NEAT OFFICES FOR CURLEY

12/23

Cleaning and Painting at City Hall Now

Behind drawn curtains at City Hall yesterday a force of workers were making spick and span the Mayor's offices for the arrival of Mayor-elect James M. Curley on Jan. 4.

Nothing new will greet Mr. Curley on his return to the office he vacated four years ago but one new domestic rug in the Mayor's private office. This Mayor Nichols ordered purchased three years ago.

The walls and woodwork, the furniture and chandeliers, partitions and floors will all look familiar to Mr. Curley when he steps back into City Hall next month. Everything, however, will be considerably brightened up under the direction of John P. Englert, superintendent of public buildings.

Clerks are already engaged in cleaning out the files in the Mayor's office of Mayor Nichols' personal papers, and collecting his personal belongings in the office.

Herald 12/24/29

MRS. CURLEY REPORTED SLIGHTLY IMPROVED

12/24

The condition of Mrs. James M. Curley, wife of Boston's mayor-elect, who has been seriously ill at her home, was reported as slightly improved last night.

Globe 12/26/29

MAYOR-ELECT HAS A HAPPY CHRISTMAS

12/26

An Attractive Home Scene at Jamaicaway

Good Wishes by Wire and Phone—Family Gathering at Tree

Mayor-elect James M. Curley with Mrs Curley and their family enjoyed a happy Christmas at their home on the Jamaicaway at Jamaica Plain yesterday with all members of the family present.

The home, with its varied-colored Christmas ornaments was the attraction of many motorists, who paused to view the beauty and attractiveness of the Curley home, where also throughout the day were many callers as well as many telegrams and telephone calls of Christmas good wishes.

Mrs Curley, still ill, remained in her room throughout the day, where she had her Christmas dinner with Mr Curley, while the remainder of the family enjoyed theirs in the dining room downstairs. A tree was placed in Mrs Curley's room, where the family gathered and presented their gifts to their parents.

Earlier in the day Mr Curley with his family attended mass and communion. On arrival back to their home they busily engaged themselves in bringing cheer to others at various convents and charitable institutions, where they sent Christmas baskets.

Traveler 12/26/29

GIFTS POUR IN TO MRS. CURLEY

12/26

Mayor-elect Attends Mass, Distributes Fruit to Needy

Christmas was a quiet day at the home of Mayor-elect Curley in Jamaicaway, yesterday, because of the illness of Mrs. Curley.

Following a custom set in 1901 Mr. Curley employed two motor cars last night to carry baskets of fruit to convents and charitable home.

Early yesterday morning the mayor-elect and the family, with the exception of 5-year-old Francis, and of course Mrs. Curley, attended mass at the Church of Our Lady of Lourdes.

Then they returned home to the big tree in the dining room where the gifts were given out to each member of the family.

Baskets of flowers, gifts from thoughtful friends to Mrs. Curley, were so numerous they filled her room and the overflow had to be placed out in the hall and on the broad staircase.

Traveler 12/26/29

MRS. CURLEY TIRED OUT BY HOLIDAY

12/26

Mayor-elect Curley today set at rest all talk that Mrs. Curley, who has been ill, had taken a bad turn.

The mayor-elect said that Mrs. Curley was coming along finely, but due to the excitement of Christmas she was naturally tired out today.

Thousands of the mayor-elect and Mrs. Curley's friends were quite concerned over reports that the latter was in serious condition.

Post 12/26/29

QUIET DAY IN CURLEY HOME

Mayor-Elect at Bedside of His Wife

12/26

Mayor-elect Curley spent Christmas at the bedside of his wife in their Jamaicaway home. Ill for nearly two years, Mrs. Curley was not quite strong enough to join with her family around the dinner table, so after carving the turkey for the six children, the Mayor-elect went upstairs to the flower-banked room to dine with Mrs. Curley, shortly after noon.

The Curley home was decked with flowers, sent by scores of friends. There was a Christmas tree for 5-year-old Francis, who displayed a motor-tricycle with side car.

Outside of going to church in the morning with his children, the Mayor-elect spent the entire day and evening at home with Mrs. Curley.

American 12/26/29

CURLEY SAYS WIFE IS BETTER

12/26

"My wife is coming along fine," said Mayor-elect James M. Curley today in commenting on the report that she was critically ill and spent Christmas in bed. Naturally she is tired out today after the excitement of the holiday," added Mr. Curley.

The Mayor-elect's statement relieved the apprehension as to the condition of his wife Mary, who has been ill for a long time. Many persons telephoned to Mr. Curley and his close friends as a result of a radio broadcast to the effect that she was seriously ill.

Globe 12/26/29

MAYOR-ELECT DENIES WIFE HAD A RELAPSE

Says Mrs Curley Merely Fatigued From Holiday

Mayor-Elect Curley this afternoon denied widespread rumors that Mrs Curley had lately suffered a bad relapse. Mrs Curley was a little fatigued by the excitement of the holiday season, he said, but the general condition of her health is unchanged.

POST 12/27/29

EITHER EMERSON OR ROURKE TO WIN

12/27

Choice for $12,000 School Job Said to Have Narrowed Down to Two Men

The choice for a supervisor of construction, the $12,000 a year job under the new Schoolhouse Commission in Boston, is said to have narrowed down to Louis K. Rourke, building commissioner, and Guy C. Emerson, consulting engineer for the Finance Commission.

CHOICE NARROWS DOWN

The members of the Schoolhouse Commission—Richard J. Lane, Dr. Francis D. Donoghue and Stephen W. Sleeper—have considered the qualifications of a long list of applicants for the position but have eliminated practically all of them except these two men.

The commission met yesterday but was unable to reach a decision. Rourke's name has been prominent among those mentioned for the place ever since the commission was created by vote of the people at the last city election. Friends of some of the other applicants have sought to block Rourke by contending that he is too far advanced in years and that a younger man should be selected. Rourke is 56 years old.

Now the opponents of Rourke are exerting strong pressure to bear for the selection of Emerson, who is several years older than Rourke.

Lane Said to Favor Emerson

The fact that Chairman Richard J. Lane of the Schoolhouse Commission was a member of the Finance Commission for several years and closely in touch with Emerson is counted as heavily in favor of the Finance Commission engineer. Lane is understood to be trying hard to put Emerson over for the job.

Rourke is doing little real campaigning for the place, but is known to be well thought of by a majority of the commissioners. He has kept completely out of the politics of the situation ever since he has been in the Building Commissioner's office.

Emerson has been in the thick of the fight between the school committee and Finance Commission on one side and the Schoolhouse Commission on the other over the construction of school buildings in the past few years. Many of the construction matters which have been most in controversy recently have been handled for the Finance Commission by Emerson.

Inasmuch as the new commission was conceived and created for the purpose of getting rid of the recent controversies and starting anew on a programme of efficiency in the handling of schoolhouse construction, there is likely to be considerable criticism if Emerson, as one of the parties to such controversies, is selected to the big job under the new regime.

Sleeper Can Decide

The key to the situation appears to rest in the hands of Stephen W. Sleeper, the third member of the Schoolhouse Commission. Lane is believed to be committed to the selection of Emerson, and Dr. Donoghue is understood to be strongly for the election of Rourke. Friends of Rourke profess to believe that Sleeper is favorable to their man, but Emerson supporters are equally confident that Sleeper will be with the Finance Commission engineer.

Sleeper's activities since his selection as a member of the commission have been somewhat disappointing to many. He is understood to be a very close friend of Mayor Nichols, and it is only history that the Mayor and Emerson have been more or less in controversy during the four years of the Nichols administration. For that reason it is surprising to City Hall observers to hear Emerson supporters claiming that Sleeper will be with their man for supervisor of construction.

The situation will probably be straightened out within the next few days, and those who have been familiar with the battle over the activities of the old Schoolhouse Commission in the matter of alleged improper inspection and want to see the new commission wash its hands of all that controversy will be greatly surprised if in the end Emerson is chosen.

GLOBE 12/27/29

FAY HINTS GIVING UP TRAFFIC TUNNEL IDEA

12/27

Demands Right Approaches or "Abandon Project"

Writes Nichols That He Agrees With Harriman Plan

Frederic H. Fay, chairman of the City Planning Board, wrote Mayor Nichols a letter yesterday in which he stated he agreed with Henry I. Harriman that if the proposed traffic tunnel to East Boston was not to have proper approaches and a location advantageous for handling through traffic it would be better to give up the idea.

He states that Harriman, former chairman of the Metropolitan Planning Division, and his associate on the Mayor's committee has "ably answered the communication from the Transit Department with reference to the East Boston tunnel."

Mr Fay wrote the Mayor that the question of a traffic circle at the East Boston entrance to the tunnel as well as at Haymarket sq is so important and apparently so little understood and appreciated by the Transit Department that he was sending him the communication in regard to that feature of the tunnel.

The traffic circle, in the opinion of Mr Fay, is the modern solution, where it can be used, for the traffic problem at important multiple street intersections. Traffic circles, he said, were greatly needed as a relief from present congestion at Cambridge and Charles sts and in Haymarket sq.

He said that traffic capacity might be easily trebled at either place if an adequate circle was provided, and he believed that a traffic circle was sorely needed at Haymarket sq regardless of any consideration of the East Boston tunnel.

Mr Fay's letter in part follows:

"The East Boston tunnel should not be merely a local development built primarily to accommodate traffic, from the market district and waterfront of the city proper on the one hand, only to East Boston on the other.

"Properly located and with adequate street approaches, the tunnel will serve as the gateway to Boston from the north, and the volume of through traffic which it will then carry will be far greater than that traffic which finds its origin and destination within a short radius of the tunnel portals.

"As stated by Mr Harriman in his letter of Dec 24, he and I firmly believe that halfway measures are not to be thought of, and if the East Boston tunnel is not to have adequate approaches and a location advantageous for handling the through traffic which will make the tunnel a paying proposition, it would be far better, in our judgment, to abandon the project."

Mayor Nichols also gave out a statement from William A. Fisher, Traffic Commissioner, in which he heartily approved of Mr Fay's recommendations under the present conditions.

The commissioner believes traffic circles imperative.

HERALD 12/27/29

Nichols Wins Right to 299 Number Plates on Car to Be Given to Him

12/27

James M. Curley will become mayor of Boston on Jan. 6, but Mayor Nichols will be riding in an automobile bearing fore and aft the contested registration number 299.

The registration plates will be attached to a new sedan, a car which will entitle the mayor for the first time to the standing of an automobile owner.

This notable victory, which will bring to Mayor Nichols the same coveted number which he has had on the mayoralty car provided him by the city, was brought about through the co-operation of his friends. As a mark of their esteem, they will give him the first automobile he ever owned, equipped, and through the courtesy of Registrar of Motor Vehicles Parker, it will have plates bearing the number 299.

Whether traffic policemen will continue to give the number the right of way remains to be seen, but at least they will recognize it as that of the ex-mayor.

Some time ago Mayor Nichols applied to Capt. Parker's registry for the 299 plates which the city's mayoralty car had carried, but his application was turned down.

Capt. Parker publicly declared that the mayor has no official standing because he is not a car owner, and on these grounds he refused to hold the number, which several other prominent residents of Massachusetts had already applied for.

Mayor Nichols was keenly disappointed. It was at this point that his friends came to his assistance by deciding that he needed a new car and that they would give it to him.

At once they informed Capt. Parker that Mr. Nichols would be a car owner in January and that in their opinion it would be gentlemanly, courteous and dignified of the registrar to reserve for his use the registration number he had requested.

The automobile is now on the way and the plates are ready for it. Mr. Nichols, bearing the title of ex-mayor, will be hiding in his victory chariot early next month. Whether he will be driving it himself or whether his private chauffeur, Robert J. McHugh, will leave the city service to drive for him has not been disclosed.

POST 12/28/29

12/28

THE TUNNEL

Mayor Nichols accepts the "modified Harriman" plan for the much-needed East Boston tunnel. He thus, as far as his term of office is concerned, ends the discussion. In his closing days of power, he displays commendable enterprise in making his decision.

In fact, however, the entire matter is transferred to the next city administration, soon to be inaugurated. Nothing can be done with the new plans unless the War Department and the State Board of Public Works approve them. That approval surely cannot be obtained within the next few days. Mayor Curley can, if he wishes, throw the entire plan overboard, too. Tremendous pressure will be brought upon him both by proponents and opponents.

Without entering upon any discussion as to the merits of the different plans, it is right to state that the sooner the tunnel is started the better it will be. The city needs it and the citizens will hope that before Mayor Curley's third term has progressed very far the shovels will be at work. Mr. Curley, realizing the necessity of the tunnel, is not likely to smile upon prolonged discussions and indefinite delays.

RECORD 12/28/29

PARKER MAY SNUB NICHOLS

Has Not Decided to Give Mayor Plates 299

What may go down in Hub history as the battle of 1930 reopened yesterday between Mayor Nichols and Registrar of Motor Vehicles Parker over the coveted and much contested auto plates No. 299.

Mayor Nichols thought he'd won the right to use No. 299 on his new auto, to be presented by friends, when he steps from office January 6 and becomes plain Mr. Nichols.

And now Capt. Parker, rather peeved at the Nichols presumption, issued a rather tart and flat statement, which read:

"I haven't issued plates No. 299 to Mayor Nichols, and I don't know whether I will or not. I still have them in my office. There are many applications from other Bay State citizens for those specific numbers. If Mayor Nichols thinks he has won them, then somebody is dreaming."

Since Parker is the dictator in the matter of awarding auto numerals, the battle becomes rather one-sided for his decision doesn't leave the next step in the merry tilt open to the retiring mayor.

And furthermore, staid Boston citizens needn't be surprised if they see the portly form of Mayor-elect Curley ensconsed in a comfortable city limousine which bears the flaming digits 299. That, too, is a possibility, and not a far fetched one.

The war started recently when Mayor Nichols announced a desire to own No. 299 when he courses through the streets in his citizen's gasoline chariot. Whether it was to retain an abstract memento of his reign or not nobody knows.

At any rate, Nichols applied for the plates but Parker turned him down, claiming he had no official standing since he wasn't a car owner. Nichols was disappointed. So his friends bought him a nice, new car and once again No. 299 was applied for. Apparently the friends thought the request had been granted and gave the story to the press. But Capt. Parker still says no!

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CURLEY IS TO DECIDE ON TUNNEL

Mayor Nichols Approves Changes in Harriman Plan, Which Throws Whole Question Over to New Administration---Other Plans Discarded

Route Changes Must Get O. K. of State and Nation

GOODWIN HOPES TO CURB SPECULATORS

Lomasney Calls Upon People to Stop "Pirates"

BY WILTON VAUGH

The whole question of the location and construction of the $16,000,000 East Boston traffic tunnel was placed in the hands of Mayor-elect Curley last night when Mayor Nichols approved the modifications in the original plan recommended by Henry I. Harriman, Robert J. Bottomly and Frederic H. Fay.

The action of the Mayor in deciding to revise the route which was approved by the State Department of Public Works and the Secretary of War means that the amended plan will have to be submitted again to the Washington and Beacon Hill officials and this procedure will require about six weeks.

In that time Mayor Nichols will have retired from City Hall and his successor will have the power to make further changes. If he so desires, the new Mayor may discard the entire plan and place the tunnel elsewhere.

In support of his plan which he ordered the transit commission to carry out without delay, Mayor Nichols warned last night "that a change of location would be highly unfortunate and would place the city in a most disadvantageous position."

As in the original plan, the entrances, terminals and approaches would be the same. The Boston entrance would be placed on Cross street, just north of Hanover, with a traffic circle and a widened approach into Haymarket square. The East Boston terminal would be placed on Chelsea street with the entrance place at Porter street.

Will Cost $14,500,000, He Says

The changes in the original plan which makes it necessary to go again to the War Department and the State Department of Public Works comprise the re-routing of the course of the tunnel under the harbor for the purpose of removing the objectionable curve, and the moving of the East Boston portal back from Gove street to Maverick square in order to shorten the underground length of the tunnel.

The Mayor rejected the other two plans on the contention that they would cost more than the $16,000,000 limit authorized by the Legislature and also on account of their locations, which he claimed would serve only the waterfront rather than the entire metropolitan traffic flow. The proposed tunnel which he approved last night, the Mayor said, would cost only $14,500,000, leaving in the appropriation $1,500,000 for the construction of an underpass of Hanover street beneath Cross street; the placing of a glass roof over the open stretch of the tunnel in East Boston and possibly other desirable improvements, including traffic circle at Haymarket square.

"Funny, Tub-Like Terminal"

In throwing out the plan praised by Chairman Frank A. Goodwin of the Finance Commission, providing for a dock-to-dock tunnel on the route of the

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North ferry, with spiral ramps leading up to the surface at the ferry terminals, the Mayor said, "This funny, tub-like terminal with corkscrew ramps was all right for the antiquated traffic needs of 1926. It would be better to abandon the tunnel idea than to build one like that now."

The Mayor also tossed out the plan turned in by the Boston Transit Commission, providing for a straight-line tunnel with the downtown terminal at Cross street south of Hanover, and the East Boston terminal at Porter street between Central square and Chelsea street, claiming it too costly and unfitted for traffic needs.

"My plan," said the Mayor, "produces a real tunnel and not a kind of subterranean passageway, foolishly built to be costly, clumsy and profitless."

Takes Slap at Cities

In his statement which accompanied the decision, Mr. Nichols took a lusty swing at his critics who have attacked him publicly during the past few months for dumping the proposal of the Transit Commission and turning for advice to Harriman, Fay and Bottomley.

The Mayor insisted that the East Boston tunnel law gave him and not the Transit Commission the authority to select the route. Transit commissioners, he stated, were good construction experts, but not so good as traffic experts and planning experts.

In defence of his advisers, the Mayor declared, "I know of no men better qualified than Messrs. Harriman, Bottomley and Fay by their knowledge of traffic and Elevated matters to study this tunnel problem. They have rendered the city a distinctive public service which merits warm commendation. The assaults and misrepresentations have come from disagreeing groups who have no tunnel plan of their own."

Hard to Bar Land Sharks

In regard to the cry that realty speculators are prepared to make a killing in selling their property on the line of the tunnel to the city, the Mayor declared that the land sharks were "in" on probably every other site mentioned.

"It is my wish to shut out the rapacious speculators," said the Mayor. "That is why I accepted the offers of assistance from the Finance Commission and the Boston Real Estate Exchange in making the appraisals. Land options are private agreements of which the city has no knowledge and in which it can have no legal interest."

The Mayor recommended that the land takings which will be made on the route of the tunnel in the next administration should be carried out under provisions of the old general laws, the same procedure which has been followed in the past, giving the property owner the right to go to court if dissatisfied with the offer made by the city.

Curley Non-Committal

The Mayor warned against the new law which would permit the city to determine first the price of the property and abandon the public improvement if the price were excessive. Until the law as amended, he said, its procedure is too slow. For this reason the tunnel takings should be made in the old way so that the actual digging of the tube may start as soon as possible.

Just what Mayor-elect Curley will do with the approved Nichols tunnel plan will be made public probably on inauguration day, Jan. 6. At his Jamaicaway home last night, Mr. Curley stated "I shall give it my earnest attention and be guided by the advice of such experts as are conversant with that character of work, whom I shall consult upon taking office."

Goodwin's Statement

Chairman Goodwin heralded the final Nichols plan as a $900,000 victory for the Finance Commission, and indicated that more money may be saved for the benefit of the taxpayers.

"The decision of His Honor the Mayor to abandon the original approved Harriman plan entitles him to considerable credit, for by doing so we shall get a straight-line tunnel and save about $900,000 by taking out the curve and shortening the East Boston end.

"However, this mayoral decision is by no means final. New plans must be prepared and passed upon by the War Department and the State Department of Public Works, because that part of the tunnel under navigable waters has a different location from the one already approved by these two departments.

"Pirates," Says Lomasney

"Before this necessary work can be done, we shall have a new Mayor and the Transit Department may then be permitted to exercise the authority intended by the Legislature without pressure from notorious real estate speculators, who seem to have Boston by the throat," concluded Mr. Goodwin.

Former Representative Martin M. Lomasney, West End political leader, who has opposed the removal of hundreds of families from the Haymarket square area end of his ward by the construction of the tunnel, again last night charged that "the gang who cleaned up in the $2,000,000 Exchange street widening, invested their excess profits along the tunnel route to make another killing.

"Who told these pirates that the tunnel would be located at Haymarket square so that they could get in on the deal in advance?" roared the West End chieftain. "What has Bottomly got to do with it" demanded Lomasney. "The Finance Commission has the duty of stopping the people from being ravished. Has the law against corruption and conspiracy to acquire public money gone out of date? We've got more laws on the books to protect the treasury that any other city in the country—but no enforcement."

"The People Ought to Stop It"

"What are the Goo-Goo's going to do to save the taxpayers in this deal" challenged the veteran West End leader. "Where are Nutter and the other reformers now? This deall ought to be stopped right away. The gang can push this thing through in two days. They control the State House. They can get the War Department approval in 48 hours. The people ought to stop it."

In deciding upon his final plan for the route of the tunnel, the Mayor said, in part:

"It was my opinion that the traffic question was paramount in building a traffic tunnel, and I was gratified at the opportunity presented to bring the city and State authorities together for a solution of the complex problems which demanded attention. It was an opportunity which the city grasped to show its recognition of the confidence placed in the city by the Commonwealth.

"I requested Mr. Henry I. Harriman, then chairman of both the division of Metropolitan Planning and chairman of the Board of Elevated Trustees, and Mr. Robert J. Bottomly, whom I named upon the Metropolitan Transit Board, and Mr. Frederic H. Fay, chairman of the Boston City Planning Board, to confer with the Boston transit department, and I directed the Boston transit department to confer with them. Just as I know of no organization better qualified than the transit department to deal with the tunnel construction I know of no men better qualified than Messrs. Harriman, Bottomly and Fay by their knowledge of traffic and Elevated matters to study the possibilities of a traffic route which involves questions relating both to traffic and passenger transportation. These three gentlemen have rendered the city a distinctive public service which merits warm commendation. When the construction conferees of the transit department disagreed with the traffic conferees upon traffic, I told the transit department that I would approve the construction plan prepared upon the traffic study. Such a plan was prepared by the transit department, duly submitted to me, approved, and given the sanction of the War Department.

Raps Transit Department

The Transit Department has been severely criticised for submitting an engineering plan on a route its members did not favor, but it must be remembered that under the tunnel and subway acts it is not the duty of the Transit Department to select rapid transit routes. That is invariably done by the Elevated, but the Transit Department draws the plan and builds the route. The East Boston Traffic Tunnel Act in like manner provided for a route that the Mayor must select if that official has a selection which he deems appropriate for his official approval. The Transit Department was therefore correct in its procedure, and the individual opinions of its members on traffic are to be taken for exactly what they are worth, and no more.

"It is surprising to me that the members of the Transit Department dismissed with scant consideration the plan offered by the chairman of the Finance Commission. The chairman is no engineer, but in a few days he made extraordinary progress as a traffic expert, and offered a structure which, despite its funny tub-like terminals, is superior to the route favored by the Transit Department. In the first place it meets more perfectly the requirements of that antiquated traffic study which supports the department scheme. That study is based upon a ferry count and limits the tunnel to 1,000,000 vehicles a year. The twin tubs are near this unprofitable traffic and would scoop it up with far less bother than an entrance up on Cross street south of Hanover where the Transit plan places it. No land takings are involved in the double tub and corkscrew plan and none is necessary because there would be no traffic in excess of ferry traffic going through the tubs and corkscrews. Unlike the Transit Department tunnel it would not pour a new and troublesome volume of traffic into the congested market district. It would of course involve a terrible financial loss but no worse than the Transit Department scheme.

Would Shut Out Speculators

"The twin-tube tunnel is estimated at cost higher than the $16,000,000 provided in the East Boston Tunnel Act, but inasmuch as the cost of the plan favored by the Transit Department in construction and land takings is close to $16,000,000 it may safely be said that in the light of all experience both estimates are too low, that both will exceed the amount provided, and that the objection of excessive cost applies to one as well as the other.

"It is my wish to shut out the rapacious land speculator and I think that with all of the scrutiny which will

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attend the land transactions everything possible has been done to this end. Of course, the public cannot prevent an attempt at land speculation either on one plan or the other, and there is just as much likelihood of it on one plan as on any other. Real estate options are not made a matter of public record. They are private agreements of which the City has no knowledge and in which it can have no legal interest.

"The city can expect no man to accept its price and must in cases of disagreement await jury verdicts, which have sometimes been extremely heavy. The most extreme cases which can be recalled are those in which the transit department has been involved itself, and I cite that here in no spirit of criticism but merely to indicate what has happened in the immediate past.

Against Resort to Law

"A new law has recently been enacted which enables a community having in contemplation an important undertaking to have determined the amount necessary for land takings and if they appear too excessive, thereafter to abandon the contemplated undertaking. This law is not perfect, in the opinion of the corporation counsel, and would probably, if applied to the East Boston tunnel, result in a delay so long as seriously to interfere with the construction of the tunnel. For this reason I would not favor a resort to the law but would prefer to proceed under the provisions of Chapter 79 of the general laws which has been, and still is, the authority for a community to take land for a public purpose.

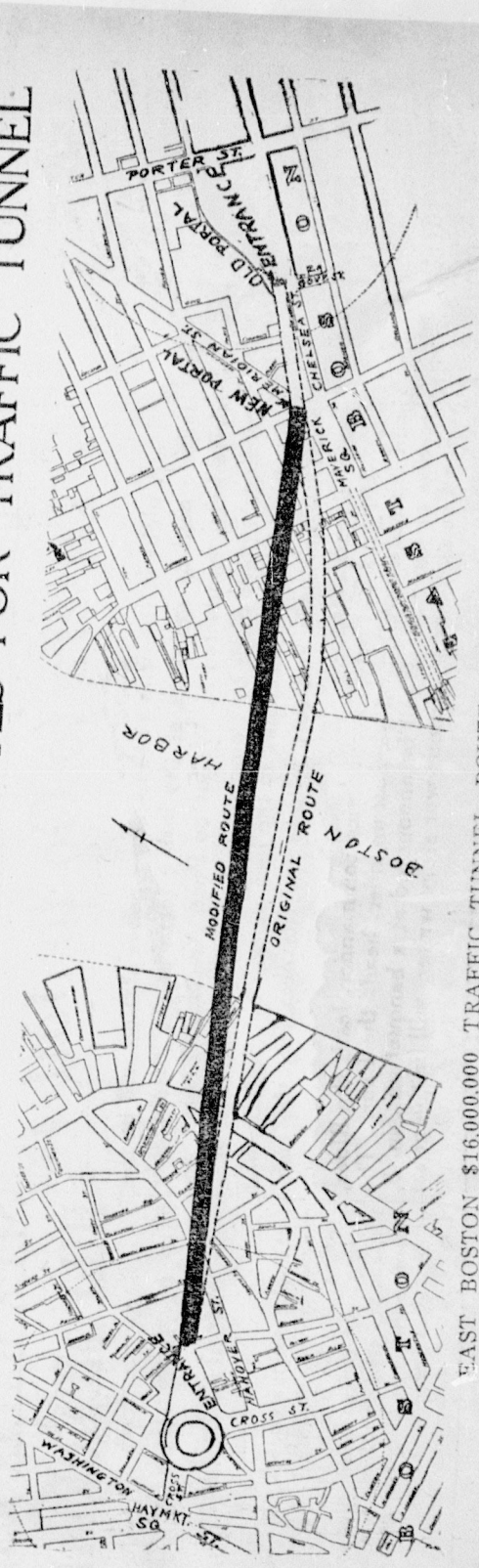
"The question of land takings and the procedure under the provisions of the Act of 1929 is not one for the present city administration. It is only necessary, therefore, for me to state my belief that with the safeguards thrown around land takings in the East Boston Tunnel Act the customary procedure under Chapter 79 will be sufficient to protect the city's interest, otherwise the city will enter upon this undertaking with the reservation that the entire plan may have to be abandoned, and this I consider so backward a step that I cannot believe it will be adopted as sound public policy.

Build Tunnel on Approved Plan

"For the greater commercial development of the future and a traffic tunnel with adequate approaches to meet the commercial needs of the city I can see no suggestion of promise other than the plan already approved, and a change of location at this time when traffic engineers are unanimous in the benefits to be conferred by the approved plan would be highly unfortunate and would place the city in a most disadvantageous position before the Legislature, which has entrusted to the city the establishment of this great public improvement.

"I have instructed the Transit Department to modify the approved plan in the perfecting details suggested and have directed the department to proceed in accordance with the provisions of Chapter 297 of the Acts of 1929 with the construction of the tunnel."

MODIFIED AND ORIGINAL ROUTES FOR TRAFFIC TUNNEL



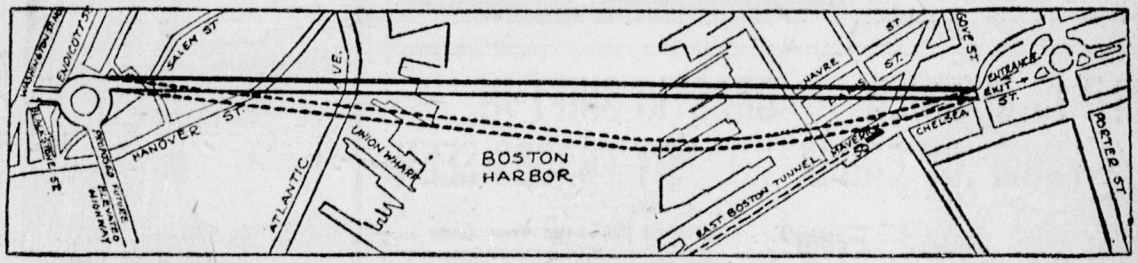
EAST BOSTON $16,000,000 TRAFFIC TUNNEL ROUTE ADOPTED BY MAYOR NICHOLS

The map above shows the route of the $16,000,000 traffic tunnel from Haymarket square in the West End to Chelsea and Porter streets, East Boston, which was definitely accepted last night by the Mayor, who has ordered it constructed along this line without delay. The dotted lines show the original route, and the solid black line the accepted route. The original route was modified to take the curve out of the tunnel and to move the East Boston portal back from Gove street to Maverick square, shortening the underground length of the tube to save $900,000 for the taxpayers. Sketch shows how Cross street will be widened between the traffic circle at the downtown entrance and Haymarket square.

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MAYOR TAKES FINAL STEP FOR TRAFFIC TUBE START

Nichols Instructs City Transit Commission to Modify Harriman-Fay East Boston Vehicular Tunnel Plan



MAP SHOWS THE ROUTE OF THE EAST BOSTON TUNNEL WITH THE APPROACHES ON THE BOSTON AND EAST BOSTON SIDES AS APPROVED BY MAYOR NICHOLS

Change Must Go to War Dept

Accepting the modification suggested which shortens the route and removes an "imperceptible curve which never was objectionable," Mayor Nichols announced last evening that he had instructed the Boston Transit Department to modify the approved Harriman-Fay plan, and take final steps pointing to the construction of the vehicular tunnel to East Boston, in accordance with the legislative act.

The Mayor stated that the modification is but a detail and changes no principle of the construction plan which places the portals of the Boston terminal at Cross and Endicott sts, near Haymarket sq, and the East Boston portals at a point near the junction of Porter and Chelsea sts.

The plan, however, being without the curve which Chairman Goodwin of the Finance Commission called an extravagant waste of the taxpayers' money, will have to go before the War Department at Washington for approval, because of the revised route.

May Be Up to Curley

The result will probably be that the present municipal administration which goes out of office on Jan 6 next, will have passed into history before the plan comes back from Washington. If such is the case, Mayor-elect Curley will be in office and he may change the plan for the project.

It is estimated that it will cost $14,500,000 to build the tunnel on the approved Harriman-Fay plan, a leeway of $1,500,000 between the cost and the available appropriation of $16,000,000. In the opinion of the Mayor the approved plan "produces a real traffic tunnel, not a kind of a subterranean passageway foolishly built to be costly, clumsy and profitless."

The estimated cost of $14,500,000 includes entrances, plazas and adjacent approaches, and the plan links the tunnel with main traffic arteries of the city enabling traffic to pass readily north and south of the city.

Ferry Eliminated

Mayor Nichols points out that the completion of the tunnel will make unnecessary the operation of one of the ferries, probably the north ferry. He states that the combined ferry deficit is about $750,000 annually, and "much of this deficit will be eliminated after the tunnel is in use."

The Mayor states that for the greater commercial development of the future and a traffic tunnel with adequate approaches to meet the commercial needs of the city, he can see no suggestion of promise other than the plan already approved.

He believes that a change of location at this time when traffic engineers are unanimous in the benefits to be derived by the approved plans, would be highly unfortunate and would place the city in a most disadvantageous position before the Legislature.

According to the Mayor's statement, the construction of a tunnel to East Boston has been under discussion for 10 years and has now reached the point of certainty unless the city yields to the clamor which would exchange a good plan for a poor one.

The good plan, Mayor Nichols says, was produced by the cooperative effort of both the State and the city and has the approval of the United States Government.

Mayor Nichols is of the opinion that the improved plan is based upon a prospect of financial success.

"The decision of His Honor, the Mayor, to obtain the original approved Harriman plan entitles him to considerable credit, for by so doing we shall get a straight-line tunnel and save about $900,000," said Chairman Goodwin of the Finance Commission last night.

"I hope he will not be cross with the Finance Commission for showing him the light. However, this decision is by no means final. New plans must be prepared and passed upon by the War Department and the State Public Works Department because that part of the tunnel under navigable waters

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has a different location from that already approved by these departments.

"Before this necessary work can be done we shall have a new Mayor and the Transit Commission may be permitted to exercise the authority intended by the Legislature without pressure from the notorious group of real estate speculators which seems to have Boston by the throat."

Nichols' Statement

Mayor Nichols' statement follows, in part:

"I requested Henry I. Harriman, then chairman of both the division of Metropolitan Planning and chairman of the board of Elevated trustees, and Robert J. Bottomly, whom I named upon the Metropolitan Transit Board and Frederic H. Fay, chairman of the Boston City Planning Board to confer with the Boston Transit Department, and I directed the Boston Transit Department to confer with them.

"Just as I know of no organization better qualified than the Transit Department to deal with tunnel construction, I know of no men better qualified than Harriman, Bottomly and Fay by their knowledge of traffic and Elevated matters to study the possibilities of a traffic route which involves questions relating both to traffic and passenger transportation.

"These three gentlemen have rendered the city a distinctive public service which merits warm commendation. When the construction conferees of the Transit Department disagreed with the traffic conferees upon traffic I told the Transit Department that I would approve the construction plan prepared upon the traffic study. Such a plan was prepared by the Transit Department, duly submitted to me, approved, and given the sanction of the War Department.

"The Transit Department has been severely criticised for submitting an engineering plan on a route its members did not favor, but it must be remembered that under the tunnel and subway acts it is not the duty of the Transit Department to select rapid transit routes. That is invariably done by the Elevated, but the Transit Department draws the plan and builds the route.

"The East Boston Traffic Tunnel Act, in like manner, provided for a route that the Mayor must select if that official has a selection which he deems appropriate for his official approval. The Transit Department was therefore correct in its procedure, and the individual opinions of its members on traffic are to be taken for exactly what they are worth, and no more.

Double-Tub Plan

"It is surprising to me that the members of the Transit Department dismissed with scant consideration the plan offered by the chairman of the Finance Commission. The chairman is no engineer, but in a few days he made extraordinary progress as a traffic expert, and offered a structure which, despite its funny tub-like terminals, is superior to the route favored by the Transit Department.

"In the first place it meets more perfectly the requirements of that antiquated traffic study which supports the department scheme. That study is based upon a ferry count and limits the tunnel to 1,000,000 vehicles a year. The twin tubs are near this unprofitable traffic and would scoop it up with far less bother than an entrance on Cross st, south of Hanover, where the transit plan places it.

"No land takings are involved in the double-tub and corkscrew plan and none is necessary because there would be no traffic in excess of ferry traffic going through the tubs and corkscrews. Unlike the Transit Department tunnel it would not pour a new and troublesome volume of traffic into the congested market district. It would of course involve a terrible financial loss, but no worse than the Transit Department scheme.

"The twin-tub tunnel is estimated at cost higher than the $16,000,000 provided in the East Boston Tunnel Act, but inasmuch as the cost of the plan favored by the Transit Department in construction and land takings is close to $16,000,000 it may safely be said that in the light of all experience both estimates are too low, that both will exceed the amount provided, and that the objection of excessive cost applies to one as well as the other.

"Since the approved plan and transit plan are not dissimilar, comparisons have been freely made between these two plans. Fortunately in the interest of clearness there is an agreement here upon some of the essential details.

Construction Costs

"It is agreed that the construction cost between portals is as follows: Approved plan, $9,574,000; transit plan, $10,326,000.

"Thus the construction cost of the approved plan between portals is $752,000 lower than the transit plan.

"The land takings in each plan based upon the real estate appraisals made by the city and the Finance Commission show at the Boston entrance the following appraisals: Approved plan, $2,496,000; transit plan, $2,340,000.

"The appraisal for land takings at the Boston entrance are apparently higher in the case of the approved plan by $156,000. In this case, however, the approved plan is provided with a traffic circle which the transit department omits in its plan.

"If the traffic circle is included in the transit plan the comparison for land takings at the Boston entrance is as follows: Approved plan, $2,196,000; transit plan, $3,470,000.

"The appraisals of land takings at the Boston entrance are $974,000 lower in the approved plan than in the transit plan.

"At the East Boston entrance the appraisals for land takings are as follows: Approved plan, $1,190,000; transit plan, $947,774. Or a difference in favor of the transit plan of $242,226.

Points to Advantage

"Thus the appraisals for both entrances provided with plazas and traffic circles show that the approved plan has an advantage of $731,774.

"The reason for reduced construction cost in favor of the approved plan is shown by the distance between portals as follows: Approved plan, 4995 feet; transit plan, 5443 feet; approved plan 448 feet shorter.

Easements for land takings are as follows: Approved plan, $488,000; Transit plan, $509,400; approved plan $21,400 more.

"Beyond this the comparisons are not so clear. Nevertheless, the above comparison covers a very considerable portion of the entire cost. The Transit Board says that Mr Harriman insists upon a glass canopy to cover 320 feet of the incline out of the East Boston portal and includes this in its estimate of the cost of the approved plan.

"Mr Harriman observes that there is no more need for it for one tunnel incline than for another and he states that the inclusion of this and other items not included in the Transit plan accounts for an unwarrantable increase in the Transit Department's estimate of the approved plan.

"I must say that this criticism by Mr Harriman appears well founded, particularly when the Transit Commission in its comment upon the approved plan as modified fails accurately to state the facts relating to the East Boston portal. It incorrectly treats one glass canopy as essential to the Harriman-Fay plan when it is essential to neither plan.

"It calls the section within a glass roof a subterfuge for a tunnel when it is in fact an open incline very much wider than the tunnel and therefore not a tunnel but a city street, and it states that there is a grade here of 4.6 percent when the grade is actually but 3 percent, corresponding to the grade in Washington st between Cornhill and Court st. I am reluctant to believe that the use of the word subterfuge is intentional discourtesy and I therefore dismiss it.

Cost $16,406,800

"The transit estimates at $16,406,800, the total cost of the tunnel under the approved plan. This cost Messrs Harriman and Fay estimate at $14,500,000. This difference in estimate largely concerns the traffic circle which both planning boards say ought to be placed at the Boston tunnel approach in either plan. The transit estimate includes it only in the approved plan whose approaches with the circle in Boston are appraised at $2,496,000.

"Such a circle, if added to the transit plan, would add to the appraisal at the Boston approach the sum of $1,130,000 and of course place the transit plan at such a disadvantage in point of estimated cost as to drop it from further consideration.

"The Transit Board, which is a construction board, differs with the planning boards upon the utility of traffic circles. The former says that they are valueless. The latter says that they are essential if the tunnel is to take care of the largest traffic expected.

"I cannot attempt to enter upon an analysis of the subject here, but it is beyond all doubt one upon which the Boston City Planning Board is better qualified to pass judgment than the Transit Department. The city of Boston at considerable expense maintains a planning board to pass upon just such questions as this.

"The Planning Board does not tell the transit department how a tunnel should be constructed, but it can determine what traffic route and what approaches thereto would best serve for a traffic tunnel. The City Planning Board says the traffic circle is required at the entrance of the tunnel, whether at Cross st north of Hanover, where the approved plan applies, or at Cross st south of Hanover, where the transit plan applies. And the transit plan with a traffic circle is $1,130,000 higher in cost, giving a total for the transit plan of $16,791,950, or $791,950 more than the $16,000,000 provided in the East Boston Traffic Tunnel Act.

Agrees With Harriman

"I agree, moreover, with Mr Harriman that the sum of $582,000 for an underpass either should not be made a part of the tunnel cost or it should be added to the cost of each plan. So added it further swamps the Transit plan, but leaves the approved plan still $1,000,000 under the $16,000,000 provided. Both Mr Harriman and Mr Fay say there is no immediate need of this underpass. It may be needed long after the tunnel is in operation.

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"The Transit Department estimates the cost of the tunnel it favors at $15,661,950 without circles or plazas or underpasses. Even without them the cost is so high as to justify the assumption that it will exceed the $16,000,000 provided.

"The Dorchester Rapid Transit Line, as originally planned, called for the terminus at Fields Corner and was estimated at about $4,500,000. As finally opened to public travel on Saturday last its cost was found to be, including equipment, $11,000,000, with the terminus moved out to Mattapan sq.

"Is there any reason to suppose that the present close estimate is reliable if the Dorchester estimate teaches any lesson?

Care in Takings

"Opponents of the approved plan profess to be disturbed by the prospect of loss to the city in the acquisition of land necessary for tunnel construction. It is the very danger against which I have sought to provide adequate protection.

"Without hesitation I accepted the proposal of the Boston Real Estate Exchange and of the Finance Commission to have a careful scrutiny made of all the land which might be involved in takings by the city. The city has employed an expert who has made the appraisals, upon which all estimates are based.

"The appraisals are in strict conformity with the standards of the National Association of Real Estate Boards. They are approved and adopted by real estate exchanges. The appraisals made have been checked in the most painstaking way by the expert employed by the Finance Commission and in no case is there any difference of opinion between them.

"Indeed, the procedure of the city has been commended in conferences by the chairman of the Finance Commission, who has had every opportunity to examine and criticise the manner in which the city has proceeded with the important task imposed upon it.

"If I knew of a more careful and searching method of determining land values I would immediately adopt it. No suggestion has ever come to me from any source which would indicate that the city could do better in its procedure than it has been doing.

"It is my wish to shut out the rapacious land speculator and I think that with all of the scrutiny which will attend the land transactions everything possible has been done to this end. Of course, the public cannot prevent an attempt at land speculation even on one plan or the other, and there is just as much likelihood of it on one plan as on any other. Real estate options are not made a matter of public record. They are private agreements of which the city has no knowledge and in which it can have no legal interest.

Must Await Jury

"The city can expect no man to accept its price and must in cases in disagreement await jury verdicts, which have sometimes been extremely heavy. The most extreme cases which can be recalled are those in which the transit department has been involved itself, and I cite that here in no spirit of criticism, but merely to indicate what has happened in the immediate past.

"A new law has recently been enacted which enables a community having in contemplation an important undertaking to have determined the amount necessary for land takings, and if they appear too excessive, thereafter to abandon the contemplated undertaking. This law is not perfect, in the opinion of the corporation counsel, and would probably, if applied to the East Boston tunnel, result in a delay so long as seriously to interfere with the construction of the tunnel. For this reason I would not favor a resort to the law, but would prefer to proceed under the provisions of Chapter 79 of the General Laws, which has been and still is the authority for a community to take land for a public purpose.

"The question of land takings and the procedure under the provisions of the Act of 1929 is not one for the present city administration. It is only necessary, therefore, for me to state my belief that with the safeguards thrown around land takings in the East Boston Tunnel Act the customary procedure under Chapter 79 will be sufficient to protect the city's interest, otherwise the city will enter upon this undertaking with the reservation that the entire plan may have to be abandoned, and this I consider so backward a step that I cannot believe it will be adopted as sound public policy."

AMERICAN 12/26/29

MRS. CURLEY IS UNCHANGED

The condition of Mrs. Mary E urley, wife of the mayor-elect, was comparatively unchanged today.

Ill for many months, she was unable to sit at dinner table yesterday and Mayor-elect Curley, after carving for the rest of the family, had his own dinner with her in the sick room.

Previously the new mayor and other members of the family left Mrs. Curley long enough to attend mass.

RECORD 12/28/29

MAYOR APPROVES STRAIGHT TUNNEL

Mayor Nichols accepted last night the Harriman-Fay plan for a single tube $16,000,000 East Boston traffic tunnel with the curve eliminated to meet the objections of Chairman Frank A. Goodwin, of the finance committee.

The modified plan, however, will not eliminate the land takings, estimated at $6,000,000, and to which Goodwin objected as offering an opportunity to rapacious land speculators to prey upo nthe city. The mayor ordered the transit department to begin work on the tunnel at once.

Goodwin, in a statement later, congratulated the mayor on his decision to build a straight tunnel, which, he said, would save $900,000. He doubted, however, that work would begin until Curley's administration as the approval of the War Department and the State Department of Public Works is first necessary.

The mayor sarcastically referred t othe two-tube plan as "the double tub and corkscrew plan," which, he stated, would involve a terrible financial loss. He put responsibility for this plan up to Goodwin. But Goodwin insisted it was drawn at Henry I. Harriman's suggestion.

The approved plan calls for entrances at Haymarket sq. in Boston and Chelsea and Porter sts., East Boston. Goodwin promised to be heard from again when the city begins its land takings.

In accepting the Harriman-Fay plan, the mayor rejected not only the two-tube plan but the transit department plan. There is a difference as to the actual cost of the tunnel under the transit department at $14,500,000 and the transit plan, Harriman and Fay placing it at $14,406,800.

One of the ferries, probably the North Ferry, will be abolished when the tunnel is built. As the ferry deficit is $750,000 a year, a saving will be made once the tunnel is in use.

"It is my wish to shut out the rapacious land speculator," Mayor Nichols said in his statement. "I think with all the scrutiny which will attend the land transactions everything possible has been done to this end."

GLOBE 12/26/29

MAYOR-ELECT DENIES WIFE HAD A RELAPSE

Says Mrs Curley Merely Fatigued From Holiday

Mayor-Elect Curley this afternoon denied widespread rumors that Mrs Curley had lately suffered a bad relapse. Mrs Curley was a little fatigued by the excitement of the holiday season, he said, but the general condition of her health is unchanged.

HERALD 12/28/29

NICHOLS ORDERS TUBE JOB BEGUN; GOODWIN FIGHTS

12/28

FIN COM CHIEF SAYS CURLEY IS MAN TO DECIDE

Talks of "Notorious Speculators Who Seem to Have Boston by Throat"

SEES FEDERAL AND STATE ACTION NEED

Meantime, Mayor Gives the Modified Harriman Plan His O. K.

By JAMES GOGGIN

Mayor Nichols gave approval yesterday to the modified Harriman plan for the $16,000,000 East Boston vehicular tunnel and ordered the transit department to proceed with its construction.

Immediately Chairman Frank A. Goodwin of the finance commission called the mayor's action meaningless, and flatly declared that the tunnel project is dead, as far as the Nichols administration will be concerned with it, and that "notorious real estate speculators who seem to have Boston by the throat" have been given a smashing defeat.

Mr. Goodwin's statement that the transit department will, in compliance with law, prepare a new tunnel plan and submit it to the war department and the state department of public works for approval, appeared from information obtained last night from authoritative sources to be an accurate forecast of the formal action which will kill the Harriman plan.

Mayor Nichols will be succeeded by Mayor-elect Curley before the preliminary drawings have been completed by engineers of the transit department.

NOT EXPECTED TO INTERFERE

Such a nullification of the Harriman plan appeared last night to be certain even though Mayor Nichols should peremptorily order the transit commissioners to refrain from seeking federal and state approval of the new route under the harbor. The consensus among opponents of the Harriman plan was that the mayor would not attempt to interfere with the prerogatives of the transit department in the last six days of his administration.

The jubilant foes of the Harriman plan pointed, last night, to their success in eliminating the curve from the original plan, near the underwater end of the tunnel in East Boston, as the knockout blow which they had delivered to the sponsors of the Harriman plan. The change in the underwater route necessitated the shifting of the proposed tunnel varying distances with a maximum of 200 feet, and the choice of a new route which specified that the tunnel should be built under properties in East Boston which were not involved in the original plan.

"The law is specific and permits of but one interpretation," said an engineer last night. "The state department of public works must notify the owners of the properties under which the modified Harriman plan locates the tunnel and there must be a public hearing. This, of course, will take more time than the final week of the mayor's administration. I do not believe that I am violating any confidence in saying that the mayor is aware of the legal provisions, that Mr. Goodwin knows of them and that everybody who has been actively concerned in the controversy is fully conversant with the facts. If Mr. Goodwin says that Mayor-elect Curley will inherit the tunnel project, he says what is absolutely true."

MAYOR IN CONFERENCE

Mayor Nichols's presentation of his attitude was made early last evening, after a conference with the transit commissioners. Though he sharply criticised the commission, made an unfavorable comparison of their engineering ability with that of the engineers of planning boards and cited the cost of the Dorchester rapid transit extension as evidence of inaccuracy in their estimates of construction costs, none of the commission would discuss his statements.

The mayor made plain his support of the original Harriman plan, as well as the modified plan, and his characterization of the changes which have been made, as details to which he attached no great significance, was taken by Chairman Goodwin as a way of avoiding an admission that important changes have been made in the original plan.

As soon as Mr. Goodwin learned that the mayor's statement, in which he announced his approval of the modified plan, had been issued, the reply, which had been prepared in anticipation of the mayor's decision was released. In it Mr. Goodwin announced that Mayor-elect Curley and the transit department will determine the project. His statement was:

> The decision of his honor the mayor to abandon the original approved Harriman plan entitles him to considerable credit, for by so doing we shall get a straight line tunnel and save about $900,000. I hope that he will not be cross with the finance commission for showing him the light.
>
> However, this decision is by no means final. New plans must be prepared and passed upon by the war department and the state department of public works because that part of the tunnel under navigable waters has a different location from that already approved by these departments.
>
> Before this necessary work can be done, we shall have a new mayor and the transit company may then be permitted to exercise the authority intended by the Legislature without pressure from notorious real estate speculators who seem to have Boston by the throat.

TWO METHODS OPEN

That two methods of procedure are available to the transit department to insist that the laws shall be strictly followed was officially conceded last night. The commission can submit the plans for state and federal approval and can refuse to start the construction of a tunnel which its members believe will cost more that the appropriation which is available.

The commission will elect to follow the first course. Its members insist that they must adhere to the law.

Mayor Nichols's criticism of the commission was unexpected. He declared that the commissioners are construction engineers and far less qualified than planning board engineers to create a tunnel plan or to estimate costs. He pointed out that the commission estimate of the cost of the modified Harriman tunnel is $16,406,000 against an estimate of $14,500,000 by Messrs. Harriman and Fay. He also referred to the inability of the transit commission to pass expert judgment upon traffic problems and asserted that it was his opinion that "the distinctive public service"

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rendered by Messrs. Harriman and Fay and Robert J. Bottomly "merit warm commendation."

MAYOR'S STATEMENT

The mayor spoke rather favorably of the double tube tunnel idea, with the spiral ramps, praised Chairman Goodwin, whom he named as the father of the plan, and contrasted the rapidity with which Goodwin absorbed knowledge of the tunnel project with the scant consideration that the transit commission devoted to the double tube scheme.

COMPARISON OF COSTS

In a detailed comparison of construction costs of the Harriman and transit department plans, the mayor stressed the difference of $752,000, favorable to the Harriman scheme, in construction cost between portals, classed as of no significance the excess of $156,000 for land takings in Boston under the Harriman plan, and a similar difference of $242,000 for land takings in East Boston, and argued that the addition of traffic circles to the transit plan, which he deemed a necessity, actually gave the Harriman plan an advantage of $731,774.

Referring to sharp criticism by the transit department of the glass canopy covering 320 feet of the incline at the East Boston portal of the Harriman plan, and the use of the word "subterfuge" in the transit department statement, to which Mr. Harriman took exception, the mayor said:

"I am reluctant to believe that the use of the word subterfuge is intentional discourtesy and I therefore dismiss it."

Taking up estimates of costs, he commented:

The transit board estimates at $16,406,800, the total cost of the tunnel under the approved plan. This cost, Messrs. Harriman and Fay estimate at $14,500,000. This difference in estimates largely concerns the traffic circle which both planning boards say ought to be placed at the Boston tunnel approach in either plan. The transit estimate includes it only in the approved plan whose approaches with the circle in Boston are appraised at $2,496,000.

Such a circle if added to the transit plan would add to the appraisal at the Boston approach the sum of $1,130,000 and of course place the transit plan at such a disadvantage in point of estimated cost as to drop it from further consideration.

WOULD EXCEED $16,000,000

The transit department estimates the cost of the tunnel it favors at $15,661,950 without circles or plazas or underpasses. Even without them the cost is so high as to justify the assumption that it will exceed the $16,000,000 provided.

The Dorchester rapid transit line as originally planned called for the terminus at Fields Corner and was estimated at about four and a half million dollars. As finally opened to public travel on Saturday last its cost was found to be, including equipment, $11,000,000, with the terminus moved out to Mattapan square.

Is there any reason to suppose that the present close estimate is reliable if the Dorchester estimate teaches any lesson?

On the other hand, the estimate made by the transit department of the cost in the plan proposed by Messrs. Harriman and Fay allows a leeway of one and one-half million between cost and available appropriation, and it produces a real traffic tunnel, not a kind of subterranean passageway foolishly built to be costly, clumsy and profitless.

Opponents of the approved plan profess to be disturbed by the prospect of loss to the city in the acquisition of land necessary for tunnel construction. It is the very danger against which I have sought to provide adequate protection.

TO SHUT OUT SPECULATOR

It is my wish to shut out the rapacious land speculator, and I think that with all of the scrutiny which will attend the land transactions everything possible has been done to this end. Of course, the public cannot prevent any attempt at land speculation, either on one plan or the other, and there is just as much likelihood of it on one plan as on any other. Real estate options are not made a matter of public record. They are private agreements of which the city has no knowledge, and in which it can have no legal interest.

The city can expect no man to accept its price, and must in cases of disagreement await jury verdicts, which have sometimes been extremely heavy. The most extreme cases which can be recalled are those in which the transit department has been involved itself, and I cite that here in no spirit of criticism, but merely to indicate what has happened in the immediate past.

For the greater commercial development of the future and a traffic tunnel with adequate approaches to meet the commercial needs of the city I can see no suggestion of promise other than the plan already approved, and a change of location at this time when traffic engineers are unanimous in the benefits to be conferred by the approved plan would be highly unfortunate and would place the city in a most disadvantageous position before the Legislature, which has entrusted to the city the establishment of this great public improvement.

I have instructed the transit department to modify the approved plan in the perfecting details suggested and have directed the department to proceed in accordance with the provisions of chapter 297 of the acts of 1929 with the construction of the tunnel.

HERALD 12/28/29

MAYOR AND WIFE PLAN MEDITERRANEAN CRUISE

Nichols Applies for Passport—To Leave Boston Jan. 19

Mayor Nichols has applied for passports and passage for himself and Mrs. Nichols and will leave Boston Jan. 19 for a Mediterranean cruise and a tour of Italy, France, Spain and England.

The trip will cover about two months and will be in the nature of a vacation after the administration of the city government has passed to the hands of Mr. Curley. According to rumor, Mayor Nichols will be prepared to announce his candidacy for the United States Senate to succeed Senator Frederick H. Gillett when he returns.

Tickets reserved by the mayor call for an eastward passage on the Adriatic of the White Star line and a return on the Majestic, which will arrive in New York March 11.

AMERICAN 12/28/29

SEES CURLEY DECIDING ON PROJECT

Nichols' Order to Start Work Is Meaningless, Finance Chairman Charges

A smashing defeat was administered the "notorious real estate speculators who seem to have Boston by the throat," was the comment of Chairman Frank A. Goodwin of the finance commission on Mayor Nichols' action in approving the new Harriman tunnel plan by ordering the transit department to proceed with its construction.

The plan, however, being without the curve which Goodwin called an extravagant waste of the taxpayers' money, will have to go before the War Department at Washington for approval, because of the revised route.

MUST GO TO WASHINGTON

The result will probably be that the present municipal administration, which goes out of office on January 6 next, will have passed into history before the plan comes back from Washington. If such is the case, Mayor-elect Curley will be in office and he may change the plan for the project.

It is estimated that it will cost $14,500,000 to build the tunnel on the approved Harriman-Fay plan, a leeway of $1,500,000 between the cost and the available appropriation of $16,000,000.

WILL ELIMINATE FERRY

Mayor Nichols points out that the completion of the tunnel will make unnecessary the operation of one of the ferries, probably the north ferry.

"The decision of his honor the mayor to abandon the original approved Harriman plan entitles him to considerable credit, for by so doing we shall get a straight line tunnel and save about $900,000. I hope that he will not be cross with the finance commission for showing him the light," Goodwin said.

"However, this decision is by no means final. New plans must be prepared and passed upon by the War Department and the State department of public works, because that part of the tunnel under navigable waters has a different location from that already approved by these departments.

"Before this necessary work can be done, we shall have a new mayor and the transit company may then be permitted to exercise the authority intended by the legislature without pressure from notorious real estate speculators who seem to have Boston by the throat."

TRANSCRIPT 12/28/29

Mayor Accepts Modified Plan of New Tunnel

Orders Work to Proceed, but Goodwin Says Problem Now in Curley's Hands

Though Mayor Nichols has accepted a modified East Boston traffic tunnel plan suggested by Henry I. Harriman, Robert J. Bottomly and Frederic H. Fay and has directed the transit department to take the final steps, the designs will have to go before the State Department of Public Works and the War Department for approval, which means, according to Chairman Frank A. Goodwin of the Finance Commission, that the problem is now in the hands of the next mayor.

Mayor Nichols evidently recognized that his successor holds the trump card, for in his statement announcing his latest action, he said, "A change of location would be highly unfortunate and would place the city in the most disadvantageous position." As in the original plan the entrances, terminals and approaches of the modified designs would be the same. The Boston entrance would be on Cross street, just north of Hanover street, with a traffic circle and a widened approach into Haymarket square. The East Boston terminal would be on Chelsea street with the entrance at Porter street.

In his statement, the mayor declares that the other two plans would cost more than the $16,000,000 authorized by the Legislature and, besides, their locations would serve only the waterfront rather than the entire Metropolitan traffic flow. The new plan, the mayor said, could be built for $14,500,000, thus leaving $1,500,000 for the construction of an underpass at Hanover street beneath Cross street, the placing of a glass roof over the open stretch of the tunnel in East Boston and possibly other desirable improvements, including a traffic circle at Haymarket square.

With reference to the plan praised by Chairman Goodwin of the Finance Commission, providing for a dock-to-dock tunnel on the route of the North Ferry, with spiral ramps, the mayor said: "This funny, tub-like terminal with corkscrew ramps was all right for the antiquated traffic needs of 1920. It would be better to abandon the tunnel idea than to build one like that now."

Referring to the plan prepared by the Boston Transit Commission, providing for a straight-line tunnel with the downtown terminal at Cross street, south of Hanover, and the East Boston terminal at Porter street between Central square and Chelsea street, the mayor said it was too costly and unfitted for traffic needs.

The mayor insisted that the East Boston tunnel law gave him and not the Transit Commission the authority to select the route. Transit commissioners, he stated, were good construction experts, but not so good as traffic experts and planning experts.

In defence of his advisers, the mayor declared, "I know of no men better qualified than Messrs. Harriman, Bottomly and Fay by their knowledge of traffic and Elevated matters to study this tunnel problem. They have rendered the city a distinct public service which merits warm commendation. The assaults and misrepresentations have come from disagreeing groups who have no tunnel plan of their own."

Goodwin's Statement

Chairman Goodwin heralded the final Nichols plan as a $900,000 victory for the Finance Commission, and indicated that more money may be saved for the benefit of the taxpayers.

"The decision of His Honor the Mayor to abandon the original approved Harriman plan entitles him to considerable credit, for by doing so we shall get a straight-line tunnel and save about $900,000 by taking out the curve and shortening the East Boston end.

"However, this mayoral decision is by no means final. New plans must be prepared and passed upon by the War Department and the State Department of Public Works, because that part of the tunnel under navigable waters has a different location from the one already approved by these two departments.

"Before this necessary work can be done, we shall have a new mayor and the Transit Department may then be permitted to exercise the authority intended by the Legislature without pressure from notorious real estate speculators, who seem to have Boston by the throat," concluded Mr. Goodwin.

Mayor's Statement

In deciding upon his final plan for the route of the tunnel, the mayor said, in part:

"It was my opinion that the traffic question was paramount in building a traffic tunnel, and I was gratified at the opportunity presented to bring the city and State authorities together for a solution of the complex problems which demanded attention. It was an opportunity which the city grasped to show its recognition of the confidence placed in the city by the Commonwealth.

"I requested Mr. Henry I. Harriman, then chairman of both the division of Metropolitan Planning and chairman of the board of Elevated trustees, and Mr. Robert J. Bottomly, whom I named upon the Metropolitan Transit Board, and Mr. Frederic H. Fay, chairman of the Boston City Planning Board, to confer with the Boston transit department, and I directed the Boston transit department to confer with them. Just as I know of no organization better qualified than the transit department to deal with the tunnel construction I know of no men better qualified than Messrs. Harriman, Bottomly and Fay by their knowledge of traffic and Elevated matters to study the possibilities of a traffic route which involves questions relating both to traffic and passenger transportation. These three gentlemen have rendered the city a distinctive public service which merits warm commendation.

"The Transit Department has been severely criticized for submitting an engineering plan on a route its members did not favor, but it must be remembered that under the tunnel and subway acts it is not the duty of the Transit Department to select rapid transit routes. That is invariably done by the Elevated, but the Transit Department draws the plan and builds the route. The East Boston Traffic Tunnel Act in like manner provided for a route that the mayor must select if that official has a selection which he deems appropriate for his official approval. The Transit Department was therefore correct in its procedure, and the individual opinions of its members on traffic are to be taken for exactly what they are worth, and no more.

"It is surprising to me that the members of the Transit Department dismissed with scant consideration the plan offered by the chairman of the Finance Commission. The chairman is no engineer, but in a few days he made extraordinary progress as a traffic expert, and offered a structure which, despite its funny tub-like terminals, is superior to the route favored by the Transit Department.

Shut Out Speculators

"The twin-tube tunnel is estimated at cost higher than the $16,000,000 provided in the East Boston Tunnel Act, but inasmuch as the cost of the plan favored by the transit department in construction and land takings is close to $16,000,000 it may safely be said that in the light of all experience both estimates are too low, that both will exceed the amount provided, and that the objection of excessive cost applies to one as well as the other.

"It is my wish to shut out the rapacious land speculator and I think that with all of the scrutiny which will attend the land transactions everything possible has been done to this end.

"A new law has recently been enacted which enables a community having in contemplation an important undertaking to have determined the amount necessary for land takings and if they appear too excessive, thereafter to abandon the contemplated undertaking. This law is not perfect, in the opinion of the corporation counsel, and would probably, if applied to the East Boston tunnel, result in a delay so long as seriously to interfere with the construction of the tunnel. For this reason I would not favor a resort to the law but would prefer to proceed under the provisions of Chapter 79 of the General Laws which has been, and still is, the authority for a community to take land for a public purpose."

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THE NEW HEALTH UNIT

The program formulated in 1922 for the use of the income from the George Robert White Fund has been carried forward steadily for seven years. There was extensive discussion at the outset as to the purposes to which this income might best be devoted. The donor himself had included in his will several important stipulations. None of the money can be used for religious, political or educational purposes. The city must continue to support its ordinary institutions in the usual manner. There was a reference to "public blessings" which Mr. White desired the people to enjoy. Believing that an "enlightened public opinion" would be the most effective safeguard for the fund, the donor made certain requirements as to publicity of its management.

The present plan for the development of a system of health units to be distributed strategically over the city was laid out under Mayor Curley and has been continued under Mayor Nichols. In Mayor Curley's time the units in the North End and in East Boston were located and the first was completed. It fell to Mayor Nichols to dedicate the second unit, and units since have been erected in South Boston, Roxbury and Charlestown, while yesterday the corner-stone was laid for the sixth health unit at the corner of Blossom and Parkman Streets in the West End. It seems to us that the fund has been administered with sympathetic fidelity to the spirit in which the bequest was made.

The manager of the fund, George E. Phelan, and the five trustees—the Mayor, the President of the City Council, the City Auditor, the President of the Chamber of Commerce, and the President of the Boston Bar Association—have so invested the Fund that the original bequest of about $5,000,000 has been increased by a million, and it is the income at about 5 per cent. from this sum which is expended for the establishment of these health units. The "care and maintenance" of the units, however, must be borne by the city.

TRAVELER 12/28/29

TUNNEL ISSUE IS UP TO CURLEY

12/28

Goodwin Says Washington and Beacon Hill Must Pass New Plans

Although Mayor Nichols has approved modifications in the original plans for the $16,000,000 East Boston vehicular tunnel, that much discussed project is looked upon as one that will come up for further discussion when Mayor-elect Curley takes over the government of the city early next month.

Mayor Nichols's approval of the modified original plan recommended by Henry I. Harriman, Robert J. Bottomley and Frederic H. Fay, and referred to as the Harriman plan, is believed to have little significance. According to Chairman Frank A. Goodwin of the finance commission, the tunnel issue is dead as far as the Nichols administration is concerned.

The amended plan must now be submitted again to Washington and Beacon Hill. This will take several weeks. Goodwin in his statement on the subject said:

"Before the necessary work can be done we shall have a new mayor and the transit commission may then be permitted to exercise the authority intended by the Legislature without pressure from notorious real estate speculators who seem to have Boston by the throat."

POST 12/29/29

TOLLS FOR FERRIES UP NEW YEAR'S

12/29

Mayor Orders Boost, Ignores Threatened "Boycott"

Disregarding the threatened "boycott" of the East Boston ferries by groups of remonstrants of the district, Mayor Nichols has ordered the increase in tolls to become effective at the first minute of New Year's Day.

DONOVAN'S PLEAS FAIL

Although the increase in fares in some cases represents a jump of 900 per cent, city officials have ruled that the heavy tolls are necessary to help reduce the annual operating deficit of the ferries of $750,000.

Attempts of President Timothy F. Donovan of the City Council, representing the East Boston district in the city government, to suspend the effective date of the toll increase until the completion of the proposed $16,000,000 traffic tunnel, have failed. Twice the Council has supported Donovan's plea, but on both occasions the Council orders have been stopped by mayoral disapproval.

Curley Reserves Decision

Whether Mayor-elect Curley will intervene at the opening of his administration a week from tomorrow could not be determined last night. East Boston leaders have appealed to him for relief, and he reserved his decision until he takes office on Jan. 6.

They pointed out that a "boycott" of the north and south ferries would result in a greater loss to the city by increasing the deficit as well as the traffic congestion on the main arteries the motorists would be forced to use in going around through Charlestown and Chelsea.

Pedestrians Escape Jump

Pedestrians will escape the jump in fares because the rate for walking passengers will remain at a cent each. The toll on pushcarts, as well as horses with riders, will receive the biggest increase from a cent to 10 cents.

The fare for runabounts will be jumped from four to 20 cents; touring cars and sedans, six to 20 cents; trucks under six tons, six to 20 cents; trucks over six tons, from eight and 10 cents to 30 cents; buses from 12 to 30 cents, with an extra cent for each additional passenger; motorcycles, three to 10 cents; trailers, from eight and 10 cents to 20 cents; single and double horse-drawn vehicles from four and six cents to 15 cents; three and four horse-drawn vehicles, from 10 and 14 cents to 25 cents. In the case of all passenger-carrying vehicles there will be an extra charge of a cent for each additional passenger.

POST 12/29/29

MOVING DAY IN MAYOR'S OFFICE

Truckload of His Personal Effects Removed

The evacuation of the mayoral suite at City Hall was started yesterday, when a truckload of Mayor Nichols' personal effects, including his private records and correspondence, was removed to his Jamaica Plain home, in anticipation of his retirement from office a week from tomorrow.

The only thing which Mayor Nichols will leave behind in the "throne room" is a radiotone likeness of himself, which his successor will place on the wall with the portraits of Boston's other former mayors. Mayor-elect Curley will decide the location of this daily reminder of the past four years.

The Mayor's staff, including several young women stenographers and clerks, will be transferred by Mr. Nichols to other city departments, leaving Mayor-elect Curley to surround himself with his own confidantes in the mayorial office.

TRAVELER 12/29/29

Simplicity, Brevity Will Mark The Inauguration of Curley

Mayor-elect and 22 Council Members Will Take Oath Jan. 6 in Symphony Hall—Reception in City Hall Will Follow Ceremony

Simplicity and brevity will mark the inauguration of Mayor-elect James M. Curley and the administering of oaths of office to 22 members of the city council, in Symphony hall, Monday morning, Jan. 6, at 10 o'clock.

In anticipation of the arrival of the new mayor at City Hall, the regular housecleaning of the outgoing chief executive has been in progress for several days. Mayor Nichols has sorted the personal and official records which he desires to retain as remembrances of his administration and many have already been removed to his home.

Prior to the inaugural exercises and during them, an orchestra of 30 pieces, directed by Arthur Fiedler, will play. The oath of office will be administered to the mayor-elect by Chief Justice Arthur P. Rugg of the supreme court and the swearing in of seven new councillors and 15 who were re-elected will be the duty of the mayor.

SHORT ADDRESS

Contrary to predictions that the inaugural address, covering the major of municipal problems confronting his administration, will be unusually short, it is known that the preliminary draft was of about 3000 words. The final editing is expected to materially shorten the address.

J. Philip O'Connell, director of public cleebrations during the previous Curley administrations, and who is scheduled to return to that position, will be the director of the inaugural exercises. A corps of ushers supervised by Charles F. Bogan will seat the audience. Other than a small section reserved for the families of the city councillors, there will be no other reservation. On the stage the mayor-elect will have as his guests representatives of the army and navy, Boston business men and representatives of civic, labor and industrial organizations.

RECEPTION AT CITY HALL

Following the exercises the mayor-elect and the council will proceed to City Hall where Mr. Curley will hold a public reception in the mayor's suite. The council will meet at noon, pass necessary temporary loan orders, and perhaps take a ballot for the election of a president. At 1:30, the councilmen will be the guests of the mayor at dinner.

Although the change in administration is but a week away, the plans of Mr. Curley, as far as appointments are concerned, are as much of a myserty as a week ago. It is probable that he will follow his custom of eight years ago and make announcement of his principal appointments just prior to inauguration. But two appointments are regarded as certain. Joseph R. Rourke will return to the position of commissioner of public works and ex-Senator Edward F. McLaughlin will be named fire commissioner.

No surprise will be created if Mr. Curley announces this week the appointment of a private secretary because it is understood that Arthur B. Corbett, who has been mentioned as the mayor's secretary, will be an important member of the secretarial staff, rather than the principal secretary.

HERALD 12/29/29

COMMISSION TO BLOCK TAKINGS

Transit Board Faces No Drastic Action by Nichols

TUNNEL PROBLEM GOES TO CURLEY

No drastic action is expected to be taken by Mayor Nichols during the next six days to compel the transit board to proceed with the construction of an East Boston tunnel in accord with the modified Harriman plan which the mayor approved Friday.

The decision of the transit commissioners that they have no plan for the proposed tunnel and that it will be necessary for their engineers to make the necessary drawings to conform to the changes which have been made in the original plan, appears to be a factor which will frustrate the purpose of interested persons to have land takings legally made before Mayor-elect Curley is inaugurated.

ROUGH DRAWING

A rough drawing, which has been given the dignity of a plan, is the tunnel study which has been submitted to the transit department. Yesterday it was pointed out that there is a wide difference between a drawing and a detailed plan and that the first requisite is actually to create a plan.

No exception was taken yesterday to the stand of the transit commissioners that submission of the changed plan to the war department and the state department of public works is a legal responsibility which cannot be evaded. Approval by the war department is merely a perfunctory act, easily obtainable, but the obligations imposed by Massachusetts law, it is claimed, make it mandatory for the public works department to notify owners of properties under or through which the proposed tunnel is planned to pass, and hold a public hearing.

The preparation of a detailed plan, the serving of notice on property owners, and other essentials require, at any period of the year, more than the remaining six days of the Nichols administration.

GOODWIN CONFIDENT

Chairman Frank A. Goodwin of the finance commission, who has detailed knowledge of every phase of the tunnel controversy, and who has successfully anticipated the moves of proponents of the Harriman plan, declared with decisiveness yesterday that the tunnel was a dead issue until the Curley administration determines the problem.

The reason for the collapse of plans was the refusal of the transit commissioners to obey the wishes of the mayor. They have been at odds for several weeks, and although there have been denials that differences have existed, they have been only attempts to conceal the real situation.

In the controversy Commissioners James B. Noyes and Nathan Heller, both appointees of Mayor Nichols, aligned themselves squarely behind Col. Thomas F. Sullivan, and their failure to desert Sullivan for the mayor has caused much discussion.

The transit commissioners have resented, but not openly, the prominence which Henry I. Harriman, Frederick H. Fay and others not officially connected with the city government have been permitted to play in the selection of tunnel plans. The sharp criticism of the commissioners in Mayor Nichols's presentation of his opinion of the tunnel issue accentuated the feeling of resentment, particularly so because the commissioners feel that the mayor deliberately went far afield to criticise the estimates of the cost of the Dorchester rapid transit extension with the actual expenditures. The commissioners say that the mayor did not present the facts but used a comparison which was unfair to them.

Significantly the tunnel project has passed to the keeping of the transit commissioners. Unless there is unexpected action they will keep it for Mayor-elect Curley.

POST 12/29/29

BY DAVID BRICKMAN

With a benign smile on his face and perhaps a nice, juicy cigar between his teeth, Mayor Malcolm E. Nichols will shake hands with Mayor-elect James Michael Curley on Monday, Jan. 6, at City Hall, and will bid the incoming boss of Boston good luck and farewell.

Right after that particular ceremony Mayor Nichols will be just plain Mr. Nichols and Mr. Curley will be Mayor Curley. In the passing of a moment the destiny of Boston changes from one pair of hands to another.

Where Are They?

Citizen Nichols may feel comforted that many other prominent New Englanders have disappeared from the public limelight during the year, just as he has now. Ministers, educators, sportsmen, doctors, lawyers, public officials, and musicians have been centres of unlimited interest for long and short periods of time during the year and then, without the slightest warning, have withdrawn from public scrutiny.

Where are they? What are they doing? Several have gone away—never to be heard of again. And many more have left Boston and New England—yet wisps of information have come back to the home town telling of new fields conquered and shining deeds done.

AMERICAN 12/29/29

CURLEY PLANS FOR SIMPLICITY AT INAUGURAL

After Ceremonies at Symphony Hall Mayor Will Be Council's Luncheon Host

While Mayor-elect James M. Curley has not completed plans for his inauguration in Symphony Hall on January 6, his aim is to keep the program as simple and brief as possible.

It is expected Mrs. Curley's health will permit her attendance at the exercises. She saw her husband inducted into office eight years ago before a massive gathering in Mechanics Hall and 15 years ago in Tremont Temple.

The ceremony will commence at 1 p. m. and it is estimated it will take little over an hour. City Clerk Wilfred J. Doyle will read the certificate of election and Chief Justice Arthur P. Rugg of the Supreme Court will administer the oath.

Mayor Curley will then administer the oath of office to the City Council and will outline his policies in an inaugural address.

A processional march will be played by 30 members of the Boston Symphony Orchestra, under the direction of Arthur Fiedler.

Besides the civic and military representatives that will take part in the processional will be three ex-mayors, John F. Fitzgerald, Andrew J. Peters and Malcolm E. Nichols.

Following the exercises that mayoral party will proceed to City Hall where Mayor Curley will hold a public reception. He has extended invitations to the City Council to join him at luncheon at the Parker House.

HERALD 12/29/29

CURLEY TO FACE FERRY PROTEST

East Boston Patrons to Insist on Reduction of New Tolls

BOYCOTT LOOMS FOR NEW YEAR'S DAY

Demand for a downward revision of the East Boston ferry tolls which become effective at 12:01 A. M. Wednesday and against which an organized boycott is threatened will be made on Mayor-Elect Curley immediately after his inauguration Jan. 6.

Hope that he will do more than express sympathy for truckmen, handcart vendors and motorists who are denouncing the drastic increases ordered by Mayor Nichols and the city council in August, was seen in Mr. Curley's statement yesterday, that he will withhold comment on the matter until after he assumes office.

Henceforth, only pedestrians will be privileged to purchase transportation across the harbor for a cent. The penny goes out of circulation as far as tolls for vehicles figure and nickels, dimes and quarters will make up the money which the collectors will handle.

MAKE FINAL PLEA

Business men and organizations in East Boston yesterday made a final plea to Public Works Commissioner James A. Sullivan for an abatement of the new rates, which were characterized as a "poor gift to the citizens of East Boston by Mayor Nichols." In a protest it was asked that the entire change be held up for the decision of Mayor-Elect Curley.

Officials of the ferry branch of the public works department look for a tremendous decrease in ferry patronage. They have learned that an organized movement has gained impetus among the daily users of the ferryboats to utilize the highways through Chelsea and Charlestown after Wednesday, and they believe that the protesting vehicle owners intend to carry out their threat.

The motive which actuated the increase in tolls was an attempt to reduce the annual deficit in the operation of the ferry service. It averages from $700,000 to $750,000.

To obtain additional revenue, increases as high as 1000 per cent. have been ordered. Vendors with pushcarts, who are daily users of the ferries and who have paid a toll of one cent, must pay 10 cents. They are clamoring for consideration on the ground that they have been exorbitantly taxed.

Other new rates are: runabouts, from 4 to 20 cents; touring cars and sedans, from 6 to 20 cents, with one cent additional for every passenger; trucks under six tons, from 6 to 20 cents; trucks over six tons, from 8 and 10 cents to 30 cents; buses, from 12 to 30 cents, with an additional cent per passenger; motorcycles, from 3 to 10 cents; trailers, from 8 and 10 to 20 cents; horse and rider from 1 to 10 cents; single and double horse-drawn vehicles, from 4 and 6 to 15 cents; three and four horse-drawn vehicles, from 10 and 14 cents to 25 cents.

TRANSCRIPT 12/30/29

Ferry Tolls Up on New Year's Day

Theats of boycott and various moves on the part of members of the City Council have failed to move Mayor Nichols from his stand regarding increased tolls on East Boston ferryboats and he has ordered thef to become effective on New Years's Day.

In some cases the increase amounts to 900 per cent, but with the system operating at a loss of amout $300,000 a year, it is felt that users of the ferries should pay more for the service. Timothy F. Donovan, president of the City Council and representative, in that body, of the East Boston district, has led the fight against higher tolls and has attempted to have the increase suspended until the proposed traffic tunnel is completed. Twice the Council has supported him and each time the mayor disapproval has balked the Council's action.

There is much speculation at present as to whether Mayor-elect Curley will intervene when he takes office next week.

GLOBE 12/31/29

CITY TREASURY BALANCE ESTIMATED AT $500,000

It seemed yesterday as if the Nichols Administration would pass into history on next Monday without leaving in the City Treasury the $1,000,000 surplus that the present Mayor said a few days ago he hoped to turn over to the incoming Mayor, James M. Curley. The fiscal year 1929 ends next Saturday at noon, but the books of the city will remain open until about the 20th of January for payment of bills due, so that it will be impossible until then to learn just what condition the City Treasury is in for the new Mayor.

Yesterday it was unofficially estimated that perhaps the balance would be about $500,000, or even less. There are said to be deficits of $300,000 in several of the municipal departments, but these may be offset by unexpended balances in other departments.

Post 12/29/29

MRS. CURLEY MAY ATTEND INAUGURAL

29

Family and Friends See Hope for Her Presence

Vast improvement in the condition of Mrs. James M. Curley, yesterday, revived the hope of her family and friends that she would be able to occupy a place on the platform at Symphony Hall on the morning of Jan. 6, when her husband is inaugurated Mayor of the city for a third term.

ILL FOR TWO YEARS

Plans for the inauguration exercises were being speedily completed last night by former Director of Municipal Celebrations J. Philip O'Connell, but the chief topic of interest was the possible attendance of Mrs. Curley, who has been seriously ill for the greater part of the past two years.

Tentative arrangements, which as yet have not been definitely settled, provide for a concert by a group of Boston Symphony Orchestra players, with the celebrated Arthur Fiedler conducting, from 9 o'clock until 10 o'clock in the morning, when the programme is slated to start.

The exercises will be short and simple in deference to the Mayor-elect's wishes. The services will open with prayer. The invocation to be delivered by a prominent clergyman. City Clerk Wilfred J. Doyle will read the certificate of election and Chief Justice Arthur P. Rugg of the Supreme Judicial Court will administer the oath of office.

Address to Be Short

As Mayor, Mr. Curley will then outline his programme in an inaugural address, which will probably be the shortest on record. The Mayor-elect was working last night on the first draft of his speech to make it as brief as possible.

Then the new Mayor will swear in the 22 members of the 1930 City Council who have been elected to serve during the first two years of his administration. It will include nine new faces, the other 13 having been re-elected.

Because of the short time at his disposal and the absence from the city over the holidays of a number of people who have been invited to participate in the exercises, Director O'Connell last night was not in a position to give out the final programme.

The musical programme has not yet been completed, but it is expected that vocal selections will be given by Mrs. Marie Murray, Mrs. Rose Zulalian and Miss Sheila O'Donovan Rossa. The exercises will be broadcast by radio, the station yet to be decided upon.

Ex-Mayor on Platform

No tickets to the hall will be issued as the main floor and the balconies will be open to the public, there being but 2681 seats. Only the first few rows on the main floor will be reserved for the members of the families of the City Council. On the stage as guests of the Mayor-elect will be 150 prominent business and civic leaders, including three who in the past have been elected Mayor, John F. Fitzgerald, Andrew J. Peters and Malcolm E. Nichols.

Charles F. Bogan of the Back Bay will serve as chief usher in charge of a group of 40 who will assist at the ceremonies. Following the benediction and the singing of the "Star Spangled Banner," the Mayor-elect will proceed to City Hall, where he will hold a public reception, while the City Council goes into session in an effort to elect a new president.

The Councillors will then be the guests of the Mayor at a luncheon at the Parker House, starting at 1:30 o'clock, and the new Curley administration will be on its way.

Globe 12/29/29

O'BRIEN MAY SET OFF FIREWORKS

Will Be Heard Upon the Curley Cup Play

State Soccer Council Holds Its Meeting Today

SOCCER RESULTS

Bethlehem 9, New York Giants 2.
Brooklyn Wanderers 5, Hungaria 2.
New Bedford-Pawtucket—Rain.

By GEORGE M. COLLINS

Billy O'Brien, manager of the Boston Celtics, has a chance to produce the fireworks this afternoon at the State Soccer Association Council meeting carded for the American House at 2 o'clock.

According to the information O'Brien has preferred charges against the Boston and District League officials, and the State Association will give Billy all the time he wants to put across his argument.

Mismanagement, acting contrary to the rules of the Boston and District League and a host of other complaints are in the charges, according to the dope.

It appears this season the Boston and District men want to give the James M. Curley Cup to the winners of the second half of the league race. They are not to play a real knockout cup series as in former years, but want to make the teams play their best in the second-half struggle.

All of which may or may not be according to the rules of the B. and D. circuit. If there should be no rules concerning this James M. Curley Cup series then it will be a hard matter to determine where the officials are at fault.

All the delegates and members of the council have been instructed to be in attendance at the session.

Globe 12/29/29

CURLEY NOW MAKING INAUGURATION PLANS

He Writes Brief Address for Exercises Jan 6

Chief Justice Rugg to Administer Oath of Office to New Mayor

Mayor-Elect Curley is perfecting arrangements for the inaugural ceremony which will be held on Monday, Jan 6, beginning at 10 a m. in Symphony Hall, when he will be inducted into office as Chief Executive of the city for the third time. Twenty-two members of the City Council will be sworn into office at the same time.

It is understood that the exercises will be simple, and that the Mayor-elect's address will be perhaps less than 3000 words, dealing with the larger problems confronting the incoming Administration. Mr Curley is still working on the draft of his address.

The Mayor-elect will be given the oath of office by Chief Justice Rugg of the Supreme Judicial Court, and in turn the new Mayor will swear into office the 22 Councilors-elect, nine of whom are new men.

An orchestra of 30 pieces, under direction of Arthur Fielder, director, will furnish the music, and solos will be sung by Mrs Rose Zulalian, Mrs Mamie Murray and Miss Shiela O'Donovan Rossa.

The platform will be reserved for the incoming Mayor and with him will sit the Councilors and a group of the Mayor-elect's friends representing the Army and the Navy, the business and the fraternal life of the city. A small section of the hall will be reserved for the families of the Councilors, but the remainder of the hall will be open to the general public.

After the ceremony of installation Mayor Curley will visit City Hall, dispose of some business, and then preside at a dinner to the Councilors in one of the downtown hotels.

For the last few days painters have been at work at night freshening up the Mayoral suite at City Hall. Another evidence of a new regime has been the packing up by Mayor Nichols of his personal effects for removal to his home.

AMERICAN 12/30/29

Mrs. Curley Starts Search for Beneficiary of Will

WOMAN LEFT IRELAND 37 YEARS AGO

12/30

12/31

Mrs. Margaret Kelleher Kluck Believed Married in the Hub; Two Children

From her sickroom in Jamaica Plain, Mrs. James M. Curley, wife of the mayor-elect of Boston, appeals for help in locating Mrs. Margaret Knuck, formerly of Ireland, who has inherited between $1500 and $2000 from a brother's estate.

Mrs. Curley's assistance was asked by D. D. O'Kelleher of 421 Langsett rd., Sheffield, Eng., administrator of the estate.

The letter to Mrs. Curley from O'Kelleher, who is district manager of Liverpool Victoria Friendly Society, follows:

"Dear Madam—I respectfully beg to address you on the following matter, having seen your name in the Cork Examiner regarding Fr. Power's grave. I should be glad if you could put me in touch with any friends in Boston who could find me information of my sister, Margaret Kelleher, who went to Boston about 37 years ago and was married to a Frenchman and had two children.

"If living, she would be about 67 years of age. She or her next of kin are entitled to between $1500 and $2000. I am administrator of my late brother's estate. He died last April."

Mrs. Curley hopes that some reader of the Boston Evening American may know of the whereabouts of this woman or her husband or children so that she may aid all parties concerned.

POST 12/31/29

12/31

Mayor-Soon-to-Be Pays Visit to Mayor-on-Job



MAYOR AND MAYOR-ELECT MEET

Ex-Mayor James Michael Curley, who will shortly resume steering the city ship of state, and Mayor Malcolm E. Nichols, who will soon be sailing the seas for a long vacation, shown greeting each other at City Hall yesterday.

Former Mayor Curley called on Mayor Nichols at City Hall yesterday for a little chat before they change titles next Monday at the inauguration services which will be held at Symphony Hall.

Although it was four years since they had last met in the mayoral suite on the second floor, to each other they were "Jim" and "Mal," as they exchanged greetings.

After a conference regarding the turning over of the mayoral office force, which was decided upon for Saturday night, they parted, Mayor-elect Curley going to the Hibernia Savings Bank, of which he is president, while Mayor Nichols made a tour of the city departments, bidding farewell to the employees.

TRANSCRIPT 12/30/29

Dedication Today Marks First Stage in Boston Airport Expansion—Of the Pioneers

By Daniel Rochford

TODAY'S celebration at the Boston Airport marks the first stage. Since Mayor Malcolm E. Nichols assumed the indicated duty of developing a municipal airport in the fall of 1928, tremendous progress has taken place there.

It is a happy occasion. There were days, as Transcript readers will recall, when the mayor did not appear anxious to do right by our Nell. We became quite aroused. There was much smoke, some shooting. And somewhere in the sturm und drang there was a conversion.

Today no one need bother measuring the forces that battled between City Hall and Beacon Hill in 1928. In the history of the airport, prepared for today's program by Ted Holcombe, few words are used to cover the interesting and strenuous spring and summer of 1928.

Today the commercial operators and aviation people of Boston are presenting resolutions of gratitude to Mayor Nichols and to Park Commissioner William P. Long whom Nichols chose to handle the vast expansion program at the airport. The Transcript prepared them, passed them around at the airport so the flyers could sign them.

—

Flyers Honor Nichols

To the mayor come greetings signed by all the airmen, as follows:

"On the occasion of the dedication of the Memorial Administration Building, Boston Municipal Airport, Dec. 30, 1929, the undersigned, pilots, flying company officials, and members of aviation groups and soceities in Boston, congratulate you and your administration upon the development you have accomplished at the Boston Airport and assure you that your work has in a large way guaranteed Boston's place in flying and Boston's share in the great social and economic blessings of aviation in the years to come."

—

Thanks to Long

To Commissioner Long, after a similar introduction, come these words:

". . . thank you for the way in which you have administered the airport for the city. Your cordial co-operation, your fairness, your policy of consulting flying officials on technical matters and your enthusiasm have blessed the abilities with which you have conducted this very important new function of the work of the Boston Park Department."

Today all praise and honor Malcolm E. Nichols, the Transcript loudest of all. The airport has come along famously. The enlarged surface, the choice of Albert L. Edson as airport manager, the co-operative attitude toward flying companies assure everything the handsome new building promises.

The next phase will be the extension of the runways and new filling toward Governor's Island and the construction of a seaplane basin on the Wood Island side of the airport.

With the East Boston tunnel the Boston Airport becomes in every way the finest municipal airport in the nation. Its location gives it the maximum usefulness. And, judging from the past, Mayor-elect James M. Curley will carry on in a grand way the work planned and so well done thus far by Nichols.

For the Old Timers

When the dedicatory exercises are over today we hope to go with Commissioner Long and Edward T. O'Toole over to East Boston and buy back the old shack that was Boston's first commercial aviation building. Funds have come in to the Transcript since the suggestion here two weeks ago that the old house be saved as a memorial to the pioneers and placed near the new Boston building as a perpetual contrast to the generations who knew the pioneers only by hearsay.

There was one man missing this afternoon to whom the day means much. That is Porter Adams, chairman of the Municipal Air Board, now fighting T. B. at Tucson, Ariz. He gave Curley the idea for the original forming of the Boston Air Board and has headed it ever since under both Curley and Nichols. His enthusiasm, time and funds have speeded the progress Boston has made.

There are other pioneers who were not here today either. And some of us thought of them. Kick Snow, Leroy Thompson, Dan Cline, Mark Hogue, Ned Carrington, Vernon Macauley, Hank Tallman, and the others who flew from the old day fields in the old day planes.

POST 12/31/29



THE "BOSTON NEEDS CURLEY" RESOLUTION

GLOBE 12/31/29

EDITORIAL POINTS

Mayor Nichols is going to take a long vacation after his retirement from office, sailing Jan. 19 with his wife for a Mediterranean cruise and a tour of Italy, France, Spain, and England, from which they will return about the middle of March, when the Mayor may announce his candidacy for the United States Senate, to succeed Senator Gillett. Meanwhile, Mayor Curley will have to get along without the ex-Mayor's personal advice.

GLOBE 12/30/29

CURLEY ON VISIT TO MAYOR'S OFFICE

Finds It "the Same Old Place"—Has Chat With Mayor Nichols



MAYOR NICHOLS AND MAYOR-ELECT CURLEY GREET EACH OTHER IN MAYOR'S OFFICE AT CITY HALL

Mayor-Elect James M. Curley was a visitor at City Hall this afternoon. That he was coming was a little bit of a surprise to Mayor Malcolm E. Nichols, who was making a tour of City Hall Annex, saying "goodby" to every city employe, when he was apprised that the incoming Mayor was "coming over to see him in a short while."

Mayor-Elect Curley came briskly into the Mayor's office shortly before 1 o'clock, dressed in a blue business suit, looking well and apparently in good spirits. The Mayor and the Mayor-elect exchanged greetings very pleasantly, and before the Mayor-elect had departed Mayor Nichols was calling him "Jim." It was the first time that Mr Curley had been in the Mayor's office in four years, although he and Mayor Nichols have met from time to time on the street in the last few years and chatted pleasantly. Mayor-Elect Curley, grasping the hand of Mayor Nichols, commented: "Well, it's the same old place."

"Well, you ought to know," commented Mayor Nichols. Mr Curley glanced around at the radiotone picture of the former Mayors on the wall of the Mayoral suite. "Where's your photo, Mr Mayor?" asked Mr Curley. "It's being touched up a bit," responded Mayor Nichols. "It's all completed, but I'll leave the placing of it to somebody else," concluded Mr Nichols.

"Four Tough Years," Says Mayor

Mayor Nichols and Mayor-Elect Curley sat down at the Mayor's desk and had a brief chat relative to the office force, in order that arrangements may be made so that the outgoing and the incoming office forces would not conflict. Mayor Nichols asked for Mrs Curley and a little later Mr Nichols and Mr Curley were photographed.

"Well I guess it's four years since we stood here before," commented the Mayor. "It doesn't seem four years, four tough years," added Mayor Nichols with a broad grin.

Accompanying the Mayor-elect were Senator Michael J. Ward of Roxbury, Edmund L. Dolan, a broker, who has been a long-time friend of Mr Curley, and John E. Swift of Milford, State deputy of the K. of C., of which he also is a supreme director. Mr Swift is about to depart for the convention of the Supreme Council and it is understood that he will make an effort to bring the next K. of C. national convention to Boston.

HERALD 12/31/29

NICHOLS'S SURPLUS AMBITION DOOMED

$500,000 Balance Is Limit He Can Leave in Treasury

The surplus which Mayor Nichols will leave in the city treasury when he retires Jan. 6 will not exceed $500,000 and may possibly be far less, according to present indications. It will be Jan. 20 before the exact condition of the city's financial affairs, as they existed at the close of the municipal fiscal year, last Saturday, will be determined. Forecasts, however, indicated it was impossible that Mayor Nichols will realize his ambition of ending his administration with a surplus of $1,000,000.

Delinquent taxpayers remain so, and no particularly large receipts from this source are expected before the end of the week. There will be deficits amounting to about $300,000 in a number of departmental appropriations. The feeling exists that unexpended balances in the fire, library and other departments will offset this unfavorable condition.

The delay in determining the condition of the city treasury as of Dec. 31 is due to policy of keeping the auditor's accounts open until all liabilities incurred during the year are reported and entered. The revenue account, however, is closed on the last day of the year.

POST 12/31/29

ROURKE IS ELECTED TO $12,000 JOB

12/31

Becomes Boston's First School Construction Head

BY WILTON VAUGH

Louis K. Rourke of 6 Wayne street, Roxbury, who as a civil engineer achieved a notable reputation in the construction of the Panama Canal, was elected last night by the Boston Board of Commissioners of School Buildings to become the first superintendent of school construction at a salary of $12,000 a year.

RESIGNS OTHER JOB

Immediately upon receiving notice of his election, Mr. Rourke handed Mayor Nichols his resignation as building commissioner and took the oath of office, administered by City Clerk Wilfred J. Doyle, so that he might assume his new duties this morning.

Superintendent Rourke will take over the duties of the old Schoolhouse Commission, which goes out of office this morning, leaving him to pick up the reins and establish the new department of school buildings.

His election was unanimous, coming at the end of a month during which the new Commission on School Buildings, comprising Chairman Richard J. Lane, Dr. Francis D. Donoghue and Stephen W. Sleeper, examined more than 30 aspirants for the prized job.

Only two other men on the city payroll receive more money. Mayor Nichols draws $20,000 annually from the treasury. And Manager George E. Phelan of the $6,000,000 George Robert White fund also receives $20,000. Superintendent Rourke will be tied for third place with Jeremiah E. Burke, superintendent of schools.

Upon the resignation of Mr. Rourke his position of building commissioner was not filled by Mayor Nichols with a permanent appointee. The Mayor designated Public Works Commissioner James H. Sullivan to serve also as acting building commissioner.

Mr. Rourke's vacancy as building commissioner will leave another important $7500 post for Mayor-elect Curley to fill. Changing administrations had not bothered Rourke much, for he received appointments from former Mayors Fitzgerald and Curley as well as Mayor Nichols.

The new superintendent of school construction is 56 years old. He was born at Abington on Nov. 23, 1873.

After attending the local schools, he was given his degree as a civil engineer at the commencement exercises of the Massachusetts Institute of Technology in 1895. During the next two years he served in the maintenance and way department of the Boston & Maine railroad, before being called for a similar term on the Panama railroad, in the days when yellow fever was rampant.

The next three years he was pioneering in the jungles of Ecuador, before returning home to engage in the contracting and engineering business in this city with his brother.

Worked on Panama Canal

It was in November, 1905, that Rourke was called back to the tropics by John F. Stevens, chief engineer in the construction of the Panama Canal, who was later succeeded by General Goethals. Rourke was appointed division engineer in charge of building Culebra cut with a corps of 10,000 men on the government payroll, working under his direction.

Two years later, in 1907, the then Mayor, John F. Fitzgerald, cabled Louis Rourke to come back home to take over the city post of superintendent of streets. He did, and in 1911 he organized the department of public works, serving as its first commissioner. In 1915, he resigned and accepted a position with the Guggenheim brothers of New York to go to Chile and take charge of their construction work at Chuquicamata, the largest copper mine in the world.

He came back home in 1919 to become treasurer of the McCullogh Manufacturing Company, serving in this capacity until 1922, when former Mayor Curley appointed him transit commissioner to build the Maverick square extension of the East Boston tunnel with 2500 World war veterans. When Mayor Nichols took over City Hall four years ago, he selected Transit Commissioner Rourke for his building commissioner.

The commissioners of school buildings spent a great deal of time in considering the qualifications of the various applicants for the $12,000 position and the choice finally sifted down to three, Building Commissioner Rourke, Engineer Guy C. Emerson of the Finance Commission, and William W. Drummey, architect of prominence.

While all three commissioners thought highly of Rourke, Commissioner Lane first favored Emerson. Then as a compromise candidate, Commissioner Lane urged Drummey as a member of the younger progressive school of architects with a good record of accomplishment.

When the three commissioners conferred with Superintendent Rourke last night at the Mayor's office, their first direction to him was to make a survey of the old school buildings in the city to determine whether any fire hazards exist.

During the campaign leading up to the decision of the voters to abolish the old Schoolhouse Commission, one of the biggest arguments against the old system was the alleged existence of fire traps, the girls high school on West Newton street being mentioned specifically.

Superintendent Rourke will hold a first official conference with the new commission this afternoon at 2 o'clock in the new department of school buildings at City Hall Annex. Following the conference the new superintendent will call in Fire Commissioner Hultman to make a thorough survey of the existing school buildings throughout the city.

POST 12/31/29

IRISH LEGACY AWAITS WOMAN

Mrs. Curley's Aid Sought in Locating Heir

An appeal to Mrs. James M. Curley to assist in finding Margaret Kelleher, who left Ireland 37 years ago and now has a bequest of from $1500 to $2000 coming to her, was received yesterday at the Jamaicaway home of Mayor-elect Curley.

The appeal came from Denny D. Kelleher of Macroon, County Cork, Ireland, a brother of the woman. The letter explained that the woman sought would now be about 67 years old and that she would be known by another name than Kelleher because she was married to a Frenchman and had two children. Kelleher explains that he is administrator of the estate of a brother who died last April.

HERALD 12/31/29

SEN. WARD MAY BE CURLEY'S COURIER

But Councilmen Await Word That Is Official

Senator Michael J. Ward of Roxbury, a retiring member of the city council, may be the official message bearer of Mayor-elect Curley in the contest for the presidency of the council, but confirmation must be definitely made before the councilmen will believe it.

Senator Ward has buttonholed councilmen in behalf of the candidacy of Edward M. Gallagher of Brighton. The resentment which was expressed yesterday by councilmen who questioned the right of Ward to intimate that he represented Mr. Curley, bore out the statements that the candidacy of Gallagher has not been aided by the activities of Ward.

At least four members told Ward that they would not vote for Gallagher. Later they qualified their refusal. If Mr. Curley shows clearly that he favors the Brighton candidate, his chances of election will be greatly enhanced but unless official confirmation is forthcoming, the presidency will continue to be a bone of contention.

Some councilmen are insistent that the mayor-elect is not interested in either the council presidency or in the proposed sale of city-owned land to the Robert Breck Brigham Hospital and that representations to the contrary have been unfair to Mr. Curley.

None of the men who were asked by Ward to pledge their votes to Gallagher quoted him as actually saying that he represented Mr. Curley but all were in accord that they were given the impression that the mayor-elect would not be displeased if they should do so.

Councilmen Fish, Lynch, Gallagher and Dowd and Councilman-elect McGrath, who is returning after an absence of two years, are regarded as avowed candidates. None has enough votes to merit recognition as the outstanding aspirant.

TRANSCRIPT 12/31/29

They Shake

Curley Pays Visit to Nichols



Incoming and Outgoing Mayors Exchange Felicitations at City Hall

MAYOR-ELECT JAMES M. CURLEY today paid an advance New Year's call on Mayor Malcolm E. Nichols whom he will succeed as chief executive of the city on Jan. 6. He sent word of his intended visit at a time when Mayor Nichols was travelling about City Hall and the Annex bidding farewell to the department heads and as many of the employees as possible. When notified, the mayor had visited all but the first floors of the two buildings so he postponed that part of his trip until later.

Mr. Curley was accompanied by Representative Michael Ward, Edmund L. Dolan and John Swift, supreme director of the Knights of Columbus. When he entered the mayor's office he was greeted warmly by Mayor Nichols and replied in kind. He chatted about various matters and after glancing about the spacious room at the portraits of former mayors asked Mr. Nichols why his picture was not among the rest. He was told that one was being prepared and would be left there, Mayor Nichols stating afterward that he would not presume to have his portrait placed in the group while he still held office..

Mr. Curley spoke briefly also with the mayor, regarding the change in office forces, it being customary for those connected with an outgoing mayor to leave their desks in time to permit the incoming secretarial and clerical forces to begin just prior to the inaugural exercises, thus avoiding any possible overlapping which would mean a mixup in salary accounts. Mayor Nichols inquired as to Mrs. Curley's health and asked that the best wishes of himself and Mrs. Nichols be extended to her. Mr. Curley left after fifteen minutes, during which several attaches of City Hall entered the room to shake hands with him.

It was the first time that Nichols and Curley have been together in the mayor's office since four years ago when Mr. Nichols, then the incoming mayor, paid a visit to the outgoing incumbent who now, in turn, succeeds him.

When asked if he thought he would be repeating the process four years from now, Mr. Nichols replied, "Well, you never can tell, but I'm going on a vacation now."

AMERICAN 12/30/29

CURLEY CALLS ON NICHOLS

For the first time since he was elected four years ago, Mayor Malcolm E. Nichols today received a visit from Mayor-elect James M. Curley.

"How do you do, Mr. Mayor," said Mayor Nichols, extending his hand to Mr. Curley as he entered.

"How do you do, Mr. Mayor," replied Mr. Curley.

"Have a cigar?" asked Mayor Nichols as he reached for a box in the top drawer of his desk.

Mr. Curley accepted the offer and after both men were puffing away they talked lightly of many things.

They looked at the pictures of has been four years since we greeted each other in this office."

WORD WITH CURLEY

Photographers asked the two to pose in the same spot they posed four years ago.

Curley was accompanied by Senator Michael H. Ward, his lieutenant; Edmund Dolan, chairman of the sinking fund commission during the former Curley administration, and John E. Swift of Milford, state deputy and supreme director of the Knights of Columbus.

Swift is going to the K. of C. meeting at St. Louis, where the site of the next national K. of C. convention will be selected. He had consulted with Curley about bringing the convention to Boston.

Mayor-elect Curley and Mayor Nichols discussed their secretarial staffs, and it was agreed that the Nichols staff would resign Saturday night and the Curley staff would take office Monday morning, so that when the Curley inauguration exercises at Symphony hall are concluded Monday he will go to City Hall and find his official family all installed.

BEST WISHES FOR MRS. CURLEY

Mayor Nichols expressed the wishes of himself and Mrs. Nichols for the recovery of Mrs. Curley.

As Mayor Curley was leaving his eye swept over the pictures of former mayors which adorn the walls of the mayor's office.

"Mal," he said, "where is your picture?"

"I'll tell you, Jim," answered "Mal." "I had some pictures taken, but they weren't just what I wanted, and I'm having them fixed up a little."

"I hope, Mal, that the work will be done speedily, so it will be hung with the rest in the Hall of Fame," said "Jim."

They shook hands, wished each other a Happy New Year and the meeting was over.

Volume 12

RECORD

1/1/30

NICHOLS AND CURLEY EXTEND 1930 GREETINGS

In statements issued yesterday to the people of the City of Boston on the eve of the New Year, both Mayor Nichols and Mayor-elect Curley extended greetings to all.

Mayor Nichols' statement was brief. He said: "I send to the people of Boston sincere wishes for a happy and prosperous New Year."

The statement of Mayor-elect Curley was more general in tone. He declared that "my most earnest wish for the New Year is that the declaration of President Herbert Hoover for the stabilization of industry be realized, since upon realization is dependent the happiness and prosperity of all America."

ATTACKS NICHOLS' "ACHIEVEMENT" LIST

1/4/30

Ward Says Mayor Had Little to Do With Claimed Attainments

Scathing denunciation by Councilor Michael J. Ward of Roxbury of the list of over 20 items classed by Mayor Nichols as outstanding achievements of his administration, caused considerable excitement at the final meeting of the preesnt Boston City Council at City Hall this noon.

Councilor Ward held that Mayor Nichols had very little to do with each of the "listed achievements" and he made adverse comment on each one, as he read them. Twice during the time that Ward had the floor, Councilor Arnold of the Back Bay made unsuccessful attempts to stop the Roxbury Councilor from continuing, on the grounds that he was making an attack and not a statement.

After one of the most vigorous contests in the Council in many months, the body passed at a second reading an order whereby the city conveys to the Robert Breck Brigham Hospital 191,367 square feet of land on Parker Hill for $34,800. The vote was 16 to 6.

Councilors Ward, Dowd and Dowling opposed the measure and the fight for its passage was led by Councilor Robert G. Wilson of Dorchester. Councilor Dowling of Brighton moved that the matter go over to the next session of the Council, but 11 were opposed, the motion losing by one vote.

The Council placed on file a message from Mayor Nichols urging the acceptance by the city of Legislative act 383, which would give Boston the Metropolitan Transit District for management and construction of rapid transit.

Councilor Dawling wanted to know whether there was in the hands of the Council any information as to the progress of the work of the special committee of lawyers appointed by Mayor ichols to recodify the laws of the city. He was told by Pres Donovan that the council had no information of the progress and then he asked to make a statement. His request was denied by the objection of a number of members of the Council.

Councilor Bush of Roxbury asked for the names of the members of the committee and Councilor Dowling supplied the names of the three lawyers, terming one of them as "an office boy for one of the Four Horsemen."

REJECTS NICHOLS' L APPEAL

1/4

Council Hears Attack On, Then Lunches With Mayor

Mayor Nichols' recommendation for the adoption of Elevated legislation, which would transfer Boston's $52,000,000 worth of subways and rapid transit facilities to the 14 cities and towns of the Metropolitan Transit district failed to receive a vote from the City Council at its last meeting yesterday.

PLACED ON FILE

The 7000-word message of the Mayor, in praise of the Elevated act, was placed on file by the council without being read, a customary proceeding in the legislative branch of the city government when no individual member presses for immediate action.

As there was no order accompanying the Mayor's message, there was no debate, for none of the councillors offered an order providing for the adoption of the latest Elevated act. Since it cannot become effective—insofar as it seeks to turn the rapid transit facilities and the $16,000,000 East Boston traffic tunnel construction job over to the Metropolitan Transit Commission—until it is approved by the Boston City Council, the measure will go over to the 1930 council, which assumes office tomorrow.

The council also took no action to approve the widening and extension of St. Ann and Centre streets, West Roxbury, on the Boston-Providence motor highway, which would cost $1,760,000, recommended by the Mayor.

The third important measure which the council declined to approve was the construction of the $5,000,000 Suffolk Court House, which must now wait the pleasure of the Legislature, as the enabling act expired with the old year.

After frowning on these three major measures sponsored by the Mayor, and listening to a bitter attack upon his four years at City Hall by Councillors Ward and Dowling, the council adjourned for the last time, and crossed School street to the Parker House to lunch, with the Mayor serving as host.

Following the dinner, the Mayor sketched the list of his successes and defeats in the council. He told the members that he long ago learned to accept reverses, and he said that differences of opinion between the City Council and the Mayor should ever exist as a healthy sign of government. He thanked the members for their co-operation with him in his administration.

President Timothy F. Donovan of the council, speaking for his colleagues, declared that the Mayor had held his old friends and made many new ones during his years at City Hall, winning the reputation as a "man who always went through for his friends."

It was recalled that the Mayor had been eminently successful in securing the co-operation of the council and the Legislature as well. The council approved practically all of his big projects, and he won most of his measures from the Legislature. Not once in four years did the council refuse his budget, and the Legislature not only allowed him the desired tax limit, but approved his demands for legislative authority to establish the Traffic Commission, the port authority board, increased building heights through the pyramidal law, and other important measures advocated by the Mayor in the past four years.

Post 1/1/30

WILL "CAN" NICHOLS TABLET

Curley to Remove One in New Brighton High School

Without benefit of dedication exercises, a bronze tablet bearing the names of Mayor Nichols and other city officials has been quietly installed in the lobby of the new $1,255,000 Brighton High School although the new building will not be completed until the fifth month of the coming Curley administration, it was revealed last night.

CURLEY TO REMOVE IT

It was also disclosed in authoritative circles close to the Mayor-elect, that the first act of the new Mayor will be the removal of the bronze tablet. While Mr. Curley personally declined to comment on the matter at his Jamaicaway home last night, his responding chuckle plainly indicated that the name of James M. Curley will be emblazoned on the tablet when the monumental Brighton schoolhouse is formally accepted by the city next May with an appropriate celebration.

Precedent for Removal

Precedent for this promised course has already been established. It happened during the last Curley administration when the then Mayor held the dedication exercises for the opening of the new Roslindale Municipal building. Addressing the large throng, he turned to the dedication tablet, where his eyes encountered the raised name of his predecessor, Andrew J. Peters. The tablet came down after the exercises and a Curley tablet went up in the morning, for according to ancient custom, he pointed out, the tablet should always bear the name of the Mayor accepting the building from the contractor for the city.

Guido Rugo, the contractor who is building the $1,255,000 Brighton High School at Cambridge and Warren streets, Brighton, last night disowned responsibility for placing the bronze plaque in the main lobby to the left of the entrance.

It was installed in the special niche of the wall late Monday, just before the Schoolhouse Commission retired from office as Louis K. Rourke took over the reins as the first superintendent of schoolhouse construction, under the referendum adopted by the voters in the recent election.

Who Will Pay for It?

Mr. Rugo admitted that his firm name was engraved on the bronze tablet, together with the names of the Mayor, the Schoolhouse Commission the school committee members and the architects, but he insisted that he did not pay for it, that it was installed on order of the schoolhouse department just before the department went out of business.

Just who will pay for the tablet was a question that aroused considerable discussion last night. The Mayor, the three members of the Schoolhouse Commission and two members of the school committee will be out of office when the building is completed. And the new Mayor is going to throw it out and get a new plaque, with the names of the administrative officials in May.

Made on Rush Order

According to reports circulated at City Hall yesterday, the tablet was made on a rush order so that it could be installed before the new administration could get in, and that it was hurried over the road from a Providence factory and installed without delay Monday without the usual fanfare of official festivities. The mystery of the tablet remained unsolved last night, as city officials were busy at other activities ringing out the old year and greeting the new.

Post 1/1/30

CURLEY GETS NO. 613,613

Auto License Plate for Daughter Mary's Car

Mayor-elect Curley was in conference yesterday afternoon with Registrar of Motor Vehicles George A. Parker. One of the important if not the major results of the almost 60-minute confab was the receipt by the Mayor-elect of license plate number 613,613 for the small car registered in the name of the Mayor-elect's daughter, Mary. The principal Curley car is registered in the name of Mrs. Curley and bears the well known registration number 350, which is the Curley house number on the Jamaicaway. The Curley-Parker meeting at the Commonwealth Pier offices of Captain Parker was apparently by appointment for the Mayor-elect was immediately recognized by Miss Mary E. Welch, assistant to the registrar, and admitted to the inner office.

MAYOR CURLEY TO GIVE NEW COUNCIL A LUNCHEON

After his inauguration at Symphony Hall next Monday morning, at which ceremony the incoming City Council will also be sworn into office, Mayor Curley will tender the members of the new council a luncheon at the Parker House at 1:30.

Post 1/1/30

GOVERNOR GIVES HIS GREETINGS

Nichols and Curley Also Wish Happy New Year

Governor Allen, Mayor Nichols and Mayor-elect Curley last night issued New Year's greetings. The greetings of the present and future heads of the city government were brief, but Governor Allen's message was a lengthy one, in which he stressed the importance of 1930 and the tercentenary celebration.

THE TWO MAYORS

Mayor Nichols said, "I extend to the people of Boston my sincere wishes for a happy and prosperous New Year."

Mayor elect Curley's New Year wish follows:

"My most earnest wish for the New Year is that the declaration of President Hoover for the stablization of industry may be realized, since upon its realization is dependent the happiness and prosperity of all America."

By Governor Allen

Governor Allen's statement read:

"I am glad to have this opportunity, as Governor of Massachusetts, to extend to the people of this Commonwealth my hearty greetings and best wishes for their happiness throughout the coming year, and at the same time call attention to the significance which the year 1930 has in our history and in the history of the nation. It will mark the completion of 300 years since the founding of free government on these shores an event of great historic importance.

"It was at Plymouth in the year 1630 that the Massachusetts Bay Colony was first established under the royal charter of King Charles. The story of the founding of the colony and of the struggle which preceded and followed it is now familiar to all. Nevertheless, there is a romance which surrounds the narrative which is the source of great interest and inspiration not only to the citizens of Massachusetts, but to all Americans. Nowhere in history do we find a parallel to that remarkable record of the founding and development of free civil government upon this continent.

"In recognition of the priceless heritage of free government, I call upon the people of this State to take note of the import which this anniversary bears upon our history, and by appropriate measures to do honor to those who at such sacrifice laid the foundations of the colony, and in this way to impress upon the people and the youth of this generation the debt of gratitude they owe to those who planted in Massachusetts the seed of this great Republic."

POST

1/1/30

STREET BOARD CLEARS DECKS

1/1

Throws Out Applications Opposed by Curley

The Board of Street Commissioners at City Hall yesterday cleared the decks for the arrival of Mayor-elect Curley by throwing out the applications for gasolene filling stations, against which he had recorded his opposition.

The application for the erection of a filling station at the Arborway and Centre street, Jamaica Plain, was given "leave to withdraw" by the commission, as a result of the recent public hearing which attracted the Mayor-elect to City Hall in advance to charge that Robert J. Bottomly, friend of Mayor Nichols, was seeking to ruin the Arborway for business interests.

The Street Commission also voted "leave to withdraw" yesterday on the application of the Northlite Burner Corporation to store 2,100,000 gallons of gasolene and petroleum products at 40 Hallett street, Dorchester, between the Southern artery and Neponset River. To this public hearing the Mayor-elect sent one of his secretaries, Arthur Corbett, to record his opposition. The opposition was heard.

1/2/30

PEOPLE'S ORCHESTRA FOR THE INAUGURAL

1/2

The musical programme of the inaugural exercises of Mayor James M. Curley at Symphony Hall Monday will be rendered by the People's Symphony Orchestra. This announcement was made yesterday by Thomas H. Finigan, president of the Boston Musicians Protective Association. Previous announcement had it that the music would be furnished by the Boston Symphony Orchestra. The change was brought about, it is understood, through the activities of President Finigan and other representatives of the organized labor movement.

Mass. Exchange to Honor Curley

4

The Massachusetts Real Estate Exchange has decided to make its annual banquet on Jan. 23 complimentary to Mayor-elect James M. Curley.

"The future of Boston is largely in his hands," says the exchange, "and we want him to know that the Massachusetts Real Estate Exchange is co-operating with him in his program for a greater development of Boston in the next four years. His Honor has acepted our invitation and the members will be privileged to hear from his lips a statement, at the early beginning of his administration, of the major improvements which he has in mind to make Boston truly great."

Dinner will be served at 6.30 o'clock at the Statler.

1/3/30

CURLEY AT GILCHRIST FESTIVAL

3

Opens Great Diamond Jubilee by Speech to Employees

Mayor-elect James M. Curley officially opened Gilchrist's Diamond Jubilee, yesterday, when he addressed the 1500 employees of the store and called attention to the growth of the concern during the past 75 years. Felix Vorenberg, president of the firm, extended New Year's greetings to the employees and expressed his sincere appreciation for their loyalty sincere appreciation for their

CURLEY CHEERED

An eight-story illuminated diamond has been erected on the Washington street front of the store, as a symbol of the anniversary, and the lighting fixtures are artistically decorated with diamonds.

Before the store opened for business yesterday the employees gathered on the second floor where they were greeted by Mr. Vorenberg. Mayor-elect Curley was introduced, and was welcomed with an outburst of cheering and applause.

"I have refused every invitation to speak since the last election," said Mr. Curley "but I could not refuse an invitation to appear before such a gathering as this. The reason is that it is very much out of the ordinary.

Established Before Civil War

"While the City of Boston is celebrating the tercentenary of its founding you too are celebrating an important anniversary. This concern has been doing business for one quarter of the entire period that the city has been founded. It was established five years before the Civil war, survived that conflict and continued with each passing year to greater and greater prosperity.

"When this concern was founded there were few stores and no department stores. Gradually the business of the country has grown until we have trusts who employ 50,000 and more people whom they never know and never see. Their relations with these people are based on two words, 'efficiency' and 'economy.'

"Not Parts of a Machine"

"It is refreshing to come into a friendly and cordial atmosphere such as you have here at Gilchrist's where men and women are considered creatures of God's creation and not parts of a machine. This desire on the part of the head of your firm to maintain a spirit of interest and co-operation is out of the ordinary in this age, and is a distinct departure from the methods which are usually followed.

"This prosperity which you are enjoying now as never before, can be traced to the heart of the concern. And what is the heart of the concern? It is the friendly relations that exist between one another and the honest pride in the quality of the merchandise you handle and the good name of the renowned institution of which your are a part.

Pave Way for Future Prosperity

"You are given an opportunity to take part in paving the way for the future prosperity of this concern. In view of past achievements and the family spirit, which is demonstrated in this institution, I feel sure that the ambitious programme outlined for this auspicious occasion will meet with universal approval and unqualified success."

Mr. Vorenberg was given a hearty reception by the employees who joined in wishing him a happy New Year. He told them that the most important thing for all to do was to continue the unusually friendly feeling that exists in the store and to realize they were not merely working to make a living but to inspire each other with loyalty and devotion and always be considerate of the customers' best interests.

Touches on Store's History

In outlining the programme of the jubilee year, he stated that the keynote of the anniversary would be: "Celebrating 75 years of growth with Boston by giving greater values," and that during the year emphasis would be placed on the slogan, "Watch for Jubilee Specials! They save you money!" He then explained that it was planned to offer outstanding values in certain departments of the store each business day during the year.

Mr. Vorenberg pointed out that they were more interested in developing the future of the store than commemorating the past, and touched briefly on the store's history. He told how it was founded in 1855 with the place of business a small dry goods store at the corner of Winter and Washington streets, subsequently being taken over by Robert and John Gilchrist, and in 1900 was incorporated as the Gilchrist Company. In 1912 the present building was erected and in 1917 the self-acting bargain basement was opened.

1/2/30

PEOPLE'S ORCHESTRA MEN TO PLAY AT INAUGURAL

1/2

Thomas H. Finigan, president of the Boston Musicians' Union, last night announced that members of the Peoples'-Symphony Orchestra will furnish the music for the inaugural of Mayor-Elect James M. Curley at Symphony Hall Monday morning. This announcement was made to offset reports that the music would be furnished by members of the Boston Symphony Orchestra.

The change was made at the request of Pres Finigan, and word that his plea had been granted was received by him yesterday.

HERALD 1/2/30

THE FIRE LOSS REPORT

Many of the findings of the Mayor's Committee on Fire Insurance Rates are startling, but it is slightly reassuring to be informed that these charges are not excessive when compared with those paid in other cities whose fire losses are comparable with those of Boston. The fundamental trouble is that our fire losses per capita are the highest in the country with the single exception of Buffalo and are twice as high as those of such a city as Baltimore. The committee rightly has acted on the theory that its duty comprehended a thorough examination of the local situation with the intention of offering recommendations for the reduction of these losses. These recommendations apply especially to the formulation of an adequate building code, which is, of course, a highly technical task, to the promotion of greater efficiency in the Fire Department, and to the elimination of the present conflicts of authority and resultant confusion among the several agencies having to do with fire prevention.

What has been the average term of service of the Fire Commissioner of Boston? In 1912 a commissioner held the office for two weeks, his successor was in office for something more than two years, and the next incumbent held the place for three days. There followed in order commissioners who served for two years and a half, for five months, for three and a half years and for six months, and the present commissioner took office on July 7, 1926. Thus it appears that the Committee is abundantly justified in its emphasis on making such a position a "political football." Stability in that office is extremely desirable with consequent continuity of policies.

The Commissioner is now appointed for a definite time, but, like any other department head, he can be removed at any time, and without the assignment of reasons, by the executive of the city. Inevitably such an arrangement makes for inefficiency. A well organized private business is not conducted on any such basis. The committee rightly ask for greater continuity of administration. It ought to be observed that the report contains complimentary references to the present commissioner, Eugene C. Hultman, as "admirably qualified by training and experience," for his position.

The committee makes a strong point also when it asks that the maximum age for admission to the service be reduced from 35 to 25 years. Privates may now be advanced to lieutenantcies after fifteen years of service, and with the present maximum for admission this means that they are or should be nearing their time of retirement when such promotion is reached. Once a candidate is certified for the department he may have attained the age of 37 years in fact before he starts active work. The Fire Department is intended to be a fighting organization, and it is due again to politics in great part that the average age of the force has been kept high.

It probably is true that more inspectors are also needed. A few years ago there were only about a score and they made some 7000 inspections a year. There has been some reorganization since, and we now have a force of twenty-five inspectors, who make 500,000 inspections per annum, covering all the matters which the Fire Commissioner has it in his power to correct. But he does not have authority to deal effectively with many factors in the fire peril and on this fact is based the opinion of the committee that there ought to be real centralization of authority for dealing with these matters.

The division of authority in many instances is perplexing and astonishing. Defective chimneys, for instance, are within the control of the Building Commissioner. These are obviously a fire peril. What the Fire Department may do for their elimination and control must depend on the co-operation of the head of another department. With Mr. Rourke in office such co-operation has been easy to obtain, but by no means has it always been so.

Here is a fine opportunity for the incoming executive. This report is both a revelation and a challenge. There are a lot of things that need to be done for the reduction of fire losses which in turn would produce a reduction in insurance rates. This report doubtless will be one of the matters to which Mr. Curley will give prompt attention.

HERALD 1/2/30

CURLEY ASSAILS FIRE INS. REPORT

Plans Conference Soon to Cut Rates in Boston By Reducing Losses

SPRINKLER LAW AMONG PROJECTS

Mayor-elect Curley will call a conference soon after he assumes office to bring down the cost of fire insurance in Boston by reducing fire losses, he announced yesterday.

Failure of Mayor Nichols's committee on fire insurance rates to recommend a reduction surprised him, he said, but he declined to discuss the report in detail until after he takes office.

Mayor Nichols's committee reported Tuesday that it had found obsolete building construction, inadequate building regulations, inefficiency of the fire department, public indifference and ineffectiveness of the state department of public safety.

Fire Commissioner E. C. Hultman said yesterday that his views coincided with those of the committee, of which he was a member. He is having 300 copies of the committee's report printed for distribution to members of the fire department. He said that public opinion must be aroused to the waste caused by inadequate preparations to prevent fires. The fire department, he declared, should be considered even more inviolate from political considerations than the school department, inasmuch as it is an institution for the protection of life and property.

Fire Chief Daniel F. Sennott said he had not read the report, and did not care to make comment until he had done so.

Mayor-elect Curley said he had advocated a more stringent building code and a sprinkler law in years past, and would favor legislation devised to aid in fire prevention and to reduce insurance rates. He took exception to the committee's position that the present insurance rates are fair. He did not think the people of Boston would agree with the committee, which had reported from the point of view of the insurance men and fire officials who were among its members, he declared.

WANTS "24-HOUR FIREMEN"

He stressed the need for sprinklers, as "firemen that are on the job 24 hours a day," and said that he did not question but that the building code needed strengthening.

"In view of the expenditure in 1925 of $1,000,000 for a high-pressure water system, and another $1,000,000 for the motorization of fire apparatus, the placing of the department on the two-platoon system, and the revision of the building code by Patrick O'Hearn, then building commissioner, it would not seem unreasonable to expect a revision in the fire insurance rates," he asserted. "It is surprising that the committee has not so recommended."

Although the committee reported at the instance of the present mayor, it was not thought likely in official circles that he would do more than pass the report on to Mr. Curley, with recommendations for or against the various proposals contained in it. Mayor Nichols could not be reached at his home last night.

Fire Commissioner Hultman said he thought it was time to revise the laws which at present "hogtied" the commissioner by delegating powers to the state fire marshal which frequently prevented the commissioner from taking prompt and decisive action.

FINDS SELF HAMPERED

He pointed out that he had no authority to draft rules and regulations concerning the storage of certain inflammable materials and that the state fire marshal had never issued any.

The reduction in fire losses from $5,000,000 a year to $3,500,000 a year while he has been commissioner does not represent a maximum reduction, he declared.

The reason Boston has a $4 per capita fire loss, while London, England, has a 50 cents per capita loss, is not because of the large amount of stone construction in the British capital, he declared, but because the London fire department is organized to prevent fires and is not considered a political football.

HERALD

12/30/29

SOCCER BODIES PLAN SELECTIONS

12/30

Discuss Title Play Plans—Issue State Draw

The Northern Massachusetts and New Hampshire State Association held an interesting meeting yesterday at the American House, Boston. Many important matters came up for discussion and quick action was taken in each case. Starting with the forthcoming world championship soccer at Montivideo, Uruguay, at which both amateur and professional clubs from all countries will compete late in July or early August it was ordered that local clubs submit the names of probable material to the local state association before Jan. 12.

The N. M. and N. H. Association then would furnish its honor list to the United States Football Association, which in turn will select the American team. The association is allowing itself but three days to receive and relay the names of star players for consideration.

The Boston and District Soccer League case, of much interest hereabouts, was gone into. At the time of election President White, Vice-Presidents Jenkinson and Sousa and Secretary McDonnell, the electors, overlooked something and their appointments now are regarded as illegal. They may, however, come up for re-election when a special meeting is called. Meanwhile a committee of three will handle the affairs of the Boston and District league.

The Curley cup cannot be played until rules have been drawn up and submitted to the state association for approval. The draw for the state cup resulted as follows:

Worthington Pump or Clan Murray vs. Clan McGregor at either Springfield or Holyoke; General Electric vs. Boston Rangers at Lynn. Games to be played on dates per mutual agreement owing to uncertainty of weather.

POLITICIANS AGOG

Curley's Reticence About Announcing Appointments Puzzles Them

Mayor-elect Curley's refusal to make informal announcement of his selections for municipal offices, which will be officially disclosed Monday, has political leaders, who had assumed that they would be recognized, running around in circles.

Mr. Curley has failed to take into his confidence men who had counted upon him to discuss the desirability of certain appointments. Men who have always been considered to be sufficiently intimate with Mr. Curley to possess his confidence admit that they are unaware of any decisions that have already been made.

Two appointments are regarded as certainties. Ex-Senator Edward F. McLaughlin is listed for the fire commissionership and Joseph A. O'Rourke has returned from Florida to accept the post of public works commissioner. Yesterday it was said that John J. Lydon of South Boston had been offered the position of commissioner of soldiers' relief. He was conspicuously active in the Curley campaign.

1/2/30

CURLEY PLEASED

Indorses Proposal for Supreme Court Building

1/2

Mayor-elect James M. Curley last night indorsed the proposal in Gov. Allen's inaugural address that the state construct a building to house the supreme judicial court, state archives, land court and state library at the rear of the State House, at Bowdoin and Derne streets.

The Governor's proposal resulted from failure of the Boston city council to approve payment of 80 per cent. of the cost of the proposed Suffolk county court house, to include the supreme and land courts. Mayor-elect Curley had attacked the proposed court house as an attempt to saddle the major share of a construction project on Boston which he claimed should be borne by the state.

"The inaugural of his excellency is most comforting and should be pleasing to the people of Boston," said Mr. Curley. "Its enactment into law will relieve the city of Boston of a capital expenditure of $4,000,000 which it was intended should be borne by the city."

He pointed out that the defeated court house proposal had been recommended by Mayor Nichols three times.

Annual Tea of Guild of Infant Saviour Tuesday

Mrs. John A. Reardon, Jr., president of the Guild of the Infant Saviour, announces the annual tea and reception at the Copley-Plaza Hotel next Tuesday afternoon at two o'clock. The principal address will be made by George H. Shufter of New York, managing editor of the Commonweal. Mr. Bonzetti of the Crosby Studio will show pictures of "Ye Olde English Faire." The musical program will be in charge of Joseph Ecker, accompanied by Edward McGreenery.

Among the invited guests will be Mrs. Frank G. Allen, wife of the governor; Mrs. James M. Curley, wife of the mayor-elect, and Mrs. Alvan T. Fuller. The tea will be under the direction of the officers of the executive board and Mrs. John E. Holden will be the hostess. Mrs. Ambrose W. Moriarty will be in charge of a large staff of ushers. The pourers, selected from the executives of the charitable organizations affiliated with the Catholic Charitable Bureau, will include Miss Frances Willis, president of the Proparvulis Guild; Miss Josephine O'Connell, president of the Cecilian Guild; Mrs. Thomas J. Scanlon and Mrs. Edward C. Donnelly, past president of the guild; Mrs. Edward L. Logan, Mrs. Curtis Guild and Mrs. P. A. O'Connell.

Rev. George P. O'Conor and Rev. Thomas R. Reynolds will also address the gathering.

1/3/30

CURLEY ORDERS OPEN INAUGURAL

1/3

Event for Public, Not for Privileged Group, New Mayor Declares

HOLDERS OF PASSES MUST BE PROMPT

Few formal invitations have been issued by Mayor-elect Curley for the inauguration exercises at Symphony Hall at 10 o'clock Monday morning. Other than his guests for whom reservations have been made on the platform, recipients of invitations will be given preference in admission to the hall, as far as it will be possible to extend such consideration.

Specific provision has been made only for the families of the city councilmen and Mr. Curley announced yesterday that practically all of the seating accommodations will be at the disposal of the public.

The exercises will be broadcast by stations WNAC and WBZ. The official guests include a few personal friends of the Mayor-elect, representatives of federal and state governments, active army and navy officers, and men and women who have been selected as representatives of veterans' organizations, civic societies, labor unions, and the chamber of commerce.

The doors of the hall will be open at 9:15 o'clock, but unless holders of invitations for whom no platform reservations have been made are prompt in presenting them, the general public will monopolize available seats. It is expected that about 3000 will be able to attend the inauguration.

Mayor-elect Curley said yesterday that so many requests for invitations had deluged the committee in charge of arrangements that he could take no other action than to restrict his guests to the smallest possible number in order that his idea of a democratic and popular inauguration might be fulfilled.

Preceding the exercises there will be an organ recital by John A. O'Shea and selections by musicians of the People's Symphony Orchestra under the direction of William F. Dodge.

Mrs. Marie Murray will sing "America" and the invocation will be offered by the Rev. Fr. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, where the mayor-elect is a communicant.

The reading of the certificate of election by City Clerk Wilfred J. Doyle will precede the administering of the oath of office to Mr. Curley by Chief Justice Arthur P. Rugg of the supreme court. After the mayor swears in the city councilmen, he will read his inaugural address. Instead of an unusually short address it will contain more than 6000 words and its reading is expected to consume about 45 minutes. The finale will be the singing of the "Star-Spangled Banner" by Mrs. Rose Zulalian. The mayor and council will motor to City Hall where the customary reception will be held at the mayor's office.

1/3/30 GLOBE 1/3/30

NICHOLS' ACT GIVES CURLEY TUNNEL ISSUE

Mayor Signs Modified Plan —Must Go to Government

Ten-Taxpayers' Bill Asks Injunction on Taking Playgrounds and Cost

The East Boston traffic tunnel project, which has been the subject of much conference and publicity ever since the Legislature authorized the expenditure of $16,000,000 and the city of Boston accepted the legislative act, was seemingly tossed into the lap of Mayor-elect Curley when Mayor Nichols yesterday signed the modified approved Harriman plan for the proposed vehicular tube.

Several days ago Mayor Nichols announced that he would accept the modified original plan, and now the drawings must go to the War Department for approval and the State Department of Public Works must hold a public hearing because of the changes in the approved plan.

With the Nichols administration only a few days to go, it is considered improbable that the legal formalities mentioned can be discharged in time to have Mayor Nichols instruct the Transit Commissioners to proceed with the building of the tunnel.

PLAN EXCHANGE DINNER JAN. 23

The annual banquet of the Massachusetts Real Estate Exchange, this year, will take the form of a complimentary dinner to Mayor-elect James M. Curley. It will be held at the Statler Hotel on Thursday, Jan. 23, and plans promise it to be a real big event in the history of the exchange.

Already reservations have poured into the exchange headquarters in good volume. Indications point to a full membership attendance and a big outpouring of citizens to hear what the Mayor has in mind as major improvements for Boston during his administration.

BRIEF INAUGURAL FOR MAYOR CURLEY

Huge Demand for Tickets to Ceremony

Oath Will Be Administered by Chief Justice Rugg

With ceremonies which will be brief and simple, in keeping with the wishes of Mayor-Elect Curley of Boston, he will be inaugurated Monday morning at 10 o'clock in Symphony Hall, for the third time.

The demand for tickets for the exercises is unprecedented and the committee in charge has found it next to impossible to meet all the requests. Because of this provisions will be made only for the families of the 22 Councilors-elect and those on the stage, representing the Army, Navy, veteran and civic organizations, business and labor. The doors of the hall will be thrown open to the public at 9:15 and the program will be started promptly at 10, with J. Philip O'Connell, formerly director of public celebrations, as master of ceremonies.

Rev James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, in whose parish Mr Curley lives, will offer the invocation. Wilfred J. Doyle, city clerk, will read the certificate of election and the oath of office will be administered to the new Mayor by Hon Arthur Prentice Rugg, Chief Justice of the Supreme Court of Massachusetts.

Mayor Curley will immediately afterward administer the oath to the Councilors and deliver his inaugural address.

John A. O'Shea will play selections on the great organ preceding the ceremonies. Marie Murray, contralto, will sing "America," with organ and orchestra accompaniment. Members of the People's Symphony Orchestra, William Dodge, conductor, will play and Rose Zulalian will sing "The Star Spangled Banner," assisted by the organ and orchestra, the audience singing the chorus.

TURN DOWN DEVIR AND NICHOLS

Latter Will Fight to Get Secretaries Positions

The full membership of the State Civil Service Commission yesterday turned down requests of Mayor Nichols of Boston and Mayor Devir of Malden that women employees in their offices be transferred to other positions in the service of the respective cities.

NO AUTHORITY

Mayor Nichols appeared before the full board with a request that five young women on his staff of secretaries be certified for places in other departments. Mayor Devir had requested that his secretary be placed as clerk of the board of health in Malden, there being a vacancy in that position.

Following the meeting with Mayor Nichols, the Civil Service Commission made an announcement as follows:

"The commission conferred with Assistant Attorney-General Lovejoy and thereafter it was voted that the Mayor of Boston and the Mayor of Malden be informed that the commission is without authority to approve the appointments requested."

The commission approved the appointment by the Bostoon school committee of Patrick F. X. Nagle as assistant schoolhouse custodian. There was no available list of eligibles for this position. Nagle is a war veteran.

Others All Placed

All but five young women members of the Mayor's "official family" were definitely established yesterday. And he will carry his fight for the placing of the remaining three without civil service ratings to Attorney-General Joseph E. Warner, tomorrow.

The Mayor's confidential secretary, Edward F. Condon, has been assigned to his former post as secretary of the Boston transit department.

Assistant Secretary George T. Reid has been made deputy penal institutions commissioner in the office of Commissioner Philip A. Chapman. Assistant Secretary Ida Hibbard has been assigned to return to the office of the city treasurer. Assistant Secretary Harry J. Rockett will go back to the Public Works Department, following a vacation. Clerk James F. McGurk will go to the city treasury.

The Mayor's telephone switchboard operator with the young women clerks and stenographers have been assigned to posts in the traffic commission, and the budget, park, assessing and treasury departments. Mayoral Chauffeur Robert J. McHugh will continue to drive his "chief" in private life.

Post

1/3/30

INAUGURAL SIMPLE AND ALSO BRIEF

1/3

Ceremony Monday to Take Little Over an Hour

Complete plans for the inauguration of Mayor-elect Curley, which will be held Monday morning at 10 o'clock at Symphony Hall, were announced last night by J. Philip O'Connell, former director of public celebrations, who arranged the programme.

SIMPLE AND BRIEF

Out of deference to the wishes of the Mayor-elect, the exercises will be simple and brief, and it is expected that the entire ceremony will last little more than an hour. Because of the great demand which has been made on the committee for the 2681 seats in the hall, reservations will be made only in the first few floor rows for the families of the 22 City Councillors, who will also take office on that day.

The stage will be reserved for representatives of the army, navy, veterans' organizations, civic bodies, Chamber of Commerce, labor and other groups, including Mayor Nichols, former Mayors Fitzgerald and Peters and the Boston delegation in Congress.

The doors of the hall will be opened to the public at 9:15 o'clock, with the early comers getting the best seats, except for the few reservations. The exercises will be broadcast by two radio stations, WNAC and WBZ.

Preceding the inaugural ceremonies, an organ recital will be given for 45 minutes by John A. O'Shea, which will conclude with the processional "Marche Militaire," played by the People's Symphony orchestra, with William Dodge, conducting.

The Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, the home church of the Mayor-elect, will deliver the invocation. City Clerk Wilfred J. Doyle will then read the certificate of election and Chief Justice Arthur P. Rugg of the Supreme Judicial court will administer the oath of office to the Mayor-elect.

The new Mayor will then administer the oath to the 22 members of the 1930-31 city council, and following an orchestra selection, Mr. Curley will deliver his inaugural address, outlining his policies of city government for the next four years.

GALWAY MEN'S ASSOCIATION PLAN ANNUAL GALA EVENT



E. J. Fahey



Hon. Theodore Glynn



T. F. Flaherty

Plans have been completed for the 26th annual ball of the County Galway Men's Association which will take place Thursday evening, Jan. 9, at the Hibernian building, 184 Dudley street, Roxbury.

As this is one of the outstanding gala events in county club circles for the winter social season a large gathering is expected. The advance reports also forecast this and all halls in the Hibernian building have been hired for the occasion.

Modern dancing will be conducted in the large auditorium and Gaelic dancing will be afforded in O'Connell and O'Reilly Halls. Fahey Brothers' Emerald Gems will furnish the music for all dancing.

Invited guests include Miss Anna J. Coll, president of the Association of County Clubs; James M. Curley, Mayor-elect; the Hon. Theodore A. Glynn, Governor Allen, Mayor Nichols and Congressman McCormack.

The chairman of the executive committee is Edmund J. Burke and the secretary, John J. Lane. They will be assisted by John J. Kelly, Thomas F. Shields, Henry Crawford, Thomas J. Foley, M. H. Welby, J. P. Walsh, Anthony Lyden, Bartholomew J. Fahey, Thomas F. Flaherty, M. H. Cusick, J. F. Casby, James Concannon, Edward Grealish, Martin Kelly, John J. Fahey, Richard McGrath, Michael McKeown, William Collins, Peter McDonough and John Cooney.

Post 1/5/30

NO. 7353 FOR CURLEY'S CAR

1/4

Issued for Official City Auto of Mayor

Mayor Curley will ride over automobile registration plates numbered 7353 if he uses the big black seven-passenger sedan with yellow wheels and trimmings, which Mayor Nichols has had for the past three years.

For these numbers were issued yesterday by George A. Parker, the motor registrar, after presenting Mayor Nichols with old 299. Robert J. McHugh, official chauffeur of the Nichols term, removed the 299 plates and attached 7353 to the official mayoral machine purchased by the city for its chief executive.

Whether the Mayor-elect will contiue to use the old Nichols machine with the new number, Mr. Curley last night declined to say. But it is expected that like his predecessor, he will order a new car for Boston's Mayor, beginning tomorrow. If Mr. Curley does not like the new number, he may use the plates which former Registrar Frank A. Goodwin assigned him, number 2926. The Mayor-elect also has number 350, the digits on the front door of his Jamaicaway home, but this has been assigned to the car of Mrs. Curley.

Post 1/5/30

HIGHER FERRY TOLLS

Evidently the men in charge of the municipal ferries of the city of Boston are not at all sure how much increased revenue they will get from the boost in the rates for automobiles. In fact, they do not know as yet whether they will get any increase at all.

On New Year's Day quite a number of automobilists, on reaching the ferry entrance and finding that the toll had been raised to a minimum of 10 cents and a maximum of 30 cents for cars, turned about and sought the highway to East Boston. The old rate was a minimum of four cents to a maximum of 20 cents. Whether enough automobiles at the new tolls will accept them and pay sufficiently to make up for the loss of patronage that is sure to result, is the problem.

One feature of the increase seems rather a pity. The push-cart men have had their tolls jumped from one cent to 10 cents. They will doubtless protest angrily. They must take the short cut.

HERALD 1/4/30

NICHOLS PLEADS FOR TRANSIT ACT

Urges City Council Accept Its Terms at Final Session Today

1/4

PAINTS ADVANTAGES IN LONG STATEMENT

Mayor Nichols will make a final effort today to secure acceptance by the city council of a 1929 legislative enactment transferring all Boston subways, tunnels and rapid transit extensions to the metropolitan transit district. The transit district was created by the act, which was voted unacceptable to the city council Oct. 28.

The mayor last night made public a long and detailed appeal to the council, which urged it to respect his wishes. He hoped that enough votes would be available at the final council meeting this morning to guarantee acceptance of the act. The council is asked to turn over to the metropolitan transit board transportation facilities which represent an investment of $52,000,000. It is believed that if Mayor-elect Curley should express his desire to officially consider the issue, the council will turn down the mayor's appeal.

The history of rapid transit extensions, their costs and methods of financing, were covered in the mayor's communication. He said it was his belief that the best interests of Boston would be served by the transfer.

"Boston will be the largest beneficiary of the improved rapid transit," he said. He emphasized the entrance and departure of 1,000,000 persons daily in the downtown district and pictured the relief of intolerable traffic conditions and the immeasurable help to retail business which the movement of a large number of these persons by rapid transit would produce.

"The situation demands decisive and fearless action," he continued, "and Boston cannot afford to take a narrow or prejudiced view." He urged that the act be accepted or that the council suggest amendments for early legislative action. He did not criticise the council for its action in October but rather chose to attribute it to the effects of the mayoralty campaign then in progress.

Because of the dominant power of its mayor in the metropolitan transit council, which is composed of the mayors and chairmen of the boards of selectmen of the 14 cities and towns served by the Elevated, Boston has nothing to lose, Mayor Nichols contended. The mayor of Boston will control 22 of the 40 votes in the council and no measure can be adopted without a two-thirds vote.

Discussing financial phases, Mayor Nichols declared acceptance of the act would throw upon the 14 cities and towns all outstanding transit obligations of the city and commonwealth and would pledge all property in the district to the fulfilment of such obligations.

A unified transit system in metropolitan Boston, he said, is a necessity. He declared that Boston's interests are so interwoven with those of the surrounding communities in transportation matters that there is sound need for the creation of a single district unit.

Mayor Nichols agreed that it is proper that, under the district transit plan, all future expenses for subways and rapid transit extensions be passed upon by the transit council before presentation to the Legislature.

"Likewise," he declared, "it is obvious that if this experiment with a metropolitan transit council works well in rapid transit matters, the principle of unified district action may be applied to other municipal functions which are common to the district."

Boston has already abandoned, he said, the policy of pledging its credit for rapid transit lines within the city limits. In discussing needed extensions he mentioned those beyond Governor square to Brighton and through Somerville toward North Cambridge and Arlington. He included the need of extensions toward the North and South Shore communities.

The mayor elaborated upon the importance of rentals and declared that while the Elevated may decide to abandon tunnels and subways July 1, 1936, such a decision would be so absurd that it deserved no consideration. All Boston property, he said, is pledged to the payment of principal and interest upon subway and tunnel costs, and there is fear that the Legislature may view subways as underground streets and assess portions of costs upon taxpayers as well as car riders. If such a contingency occurred, it would be advantageous for Boston to be in a district, he said. Elevated trustees, he noted, are already advancing the argument that taxpayers of Boston should be assessed for rapid transit facilities after 1936.

The Boston transit department has never been a municipal department, the mayor explained, and while he praised the record of the department, he admonished the council not to allow consideration of the fate of the transit department to influence its judgment on the problem of unified control of rapid transit facilities. Future extensions, he declared, would favorably affect valuations of property in Boston's business district.

The mayor asked for favorable action "that the policy of the present administration may be outlined and set forth upon the records of the city council for such future action as may be deemed expedient."

TRANSCRIPT 1/3/30

Curley Keeping His Own Counsel on Appointments

1/3

His Policy Puzzles Men Closest to Him—Inaugural Monday at Symphony Hall

Mayor-elect James M. Curley is giving the politicians much concern over his reticence concerning his official family at City Hall. Since his election he has discussed appointments with few persons, and besides indicating his choice of Joseph A. Rourke as public works commissioner to succeed James H. Sullivan, there has been no divulging of his plans. It is expected, however, that former Senator Edward F. McLaughlin will be named fire commissioner and it is understood that John J. Lydon of South Boston has been offered the position of commissioner of soldiers' relief.

The mayor-elect has been so busy at home, where Mrs. Curley is ill, and in writing his inaugural message, that there has been little time for consultation with friends who gave him their help during the campaign. The inaugural message is finished and is being printed. The plans for the inauguration also are complete. They have been arranged by J. Philip O'Connell, former director of public celebrations, who is expected to resume that position on Monday.

The exercises to be held at Symphony Hall, Monday at ten o'clock, will be simple and brief. Because of the great demand which has been made for the 2681 seats in the hall, reservations will be made only in the first few floor rows for the families of the twenty-two city councillors, who also will take office on that day.

The stage will be reserved for representatives of the Army, Navy, veterans' organizations, civic bodies, Chamber of Commerce, labor and other groups, including Mayor Nichols, former Mayors Fitzgerald and Peters and the Boston delegation in Congress.

The doors of the hall will be opened to the public at 9.15 o'clock, with the early comers getting the best seats, except for the few reservations. The exercises will be broadcast by two radio stations, WNAC and WBZ.

Preceding the inaugural ceremonies an organ recital will be given for forty-five minutes by John A. O'Shea, which will conclude with the processional "Marche Militaire," played by the People's Symphony Orchestra, with William Dodge, conducting.

Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, the home church of the mayor-elect, will deliver the invocation. City Clerk Wilfred J. Doyle will then read the certificate of election and Chief Justice Arthur P. Rugg of the Supreme Judicial Court will administer the oath of office to the mayor-elect.

The new mayor will then administer the oath to the twenty-two members of the 1930-31 City Council, and following an orchestra selection, Mr. Curley will deliver his inaugural address.

HERALD 1/4/30

Politicians Still in Dark Over Curley's Leading Appointments

How far Mayor-elect Curley proposes to reach into municipal departments in order to accomplish his reported purpose of "cleaning the rust off" is the bothersome problem which is perplexing political leaders as deeply as is the refusal of Mr. Curley to disclose his selections for important municipal posts.

That city departments will be the object of Mr. Curley's attention soon after his inauguration is definitely known, but city officials as well as men who are hopeful that they will be officials are in a quandary about the plans of the incoming mayor.

Whispers which have been traced to the headquarters of Mr. Curley, who has been relieved of arduous duties since the completion of his inaugural address, predict far more changes in the personnel of municipal officials than has been anticipated.

Only a few of the major appointments will be announced Monday. It will be several days, at least, after his inauguration before Mr. Curley will execute the plans which he has made.

He would not create widespread astonishment if he should surround himself with an official family whose members will not be recognized as "Curley men." But the personnel of his official family remains as much of a mystery as it was immediately following his election.

He has chosen to pursue a course which calls for silence about his plans until he actually becomes mayor.

The uncertainty about the majority of the offices which will be filled extends to one of the real patronage plums, the post of corporation counsel. Mr. Curley's selection is a secret. The names of E. Mark Sullivan, a Republican, who held the position during the previous Curley term, and of former Dist. Atty. Thomas C. O'Brien have been prominently mentioned. Asst. Dist.-Atty. Daniel J. Gillen, secretary to Curley in the last administration, and Samuel Silverman, assistant corporation counsel, also figure in the talk.

It is the consensus that Rep. William P. McMorrow will return to the collectorship, although the only basis for the belief is that he has held the job and that he was one of the prominent participants in the Curley campaign. The treasurership, if he desires the berth again, undoubtedly will go to the mayor-elect's brother, John J. Curley.

POST 1/4/30

L PLAN UP AGAIN TO COUNCIL

Nichols to Revive Rejected Proposal Today

BY WILTON VAUGH

As the last major move of his administration, Mayor Nichols will appeal to the City Council at its final session this morning to approve Elevated legislation which would transfer the city's $52,000,000 worth of rapid transit facilities as well as the job of building the proposed $16,000,000 East Boston traffic tunnel to the newly-created Metropolitan Transit District.

REJECTED IN OCTOBER

This decision of the Mayor created widespread comment in political circles last night because of the fact that the City Council unanimously rejected the same legislation last October just before going to the polls to seek re-election. At the time the Councillors contended that the Elevated act would strip the city of home rule in rapid transit improvements. They protested, too, that it would take the $16,000,000 tunnel construction job out of the hands of the Boston Transit Commission, appointed by the Mayor, and turn it over to a Metropolitan Transit Commission, the chairman of which would be appointed by the Governor.

As the legislation cannot become effective until adopted by the City Council, Mayor Nichols last night stated that he would send it back to the Council again today in the belief that the Councillors did not quite understand it the last time and that its adoption is important to the development of a greater Boston.

Claims Act Not "Gift"

The Mayor stated that the city will not be giving its tunnels, subways and rapid transit facilities away to the other 13 cities and towns in the Metropolitan transit district. On the contrary, he contended, the act provides that Boston will receive "just compensation" for whatever it transfers to the Metropolitan district.

In addition to that, Boston will be obliged to pay only 63.9 cents out of every one dollar still outstanding for transit facilities, as the other cities and towns in the district chip in 36.1 cents under the provisions of the act, the Mayor asserted. This would be true of future rapid transit extensions, he said.

Partnership with the other cities and towns in owning the rapid transit sytem would work to the advantage of Boston, the Mayor said, for it would secure the co-operation of the neighboring members of the metropolitan area in obtaining authority for needed transit extensions from the Legislature.

He said that if at any time the subways and tunnels failed to pay through breaking of the leases by the Elevated or drop in rentals, forcing the taxpayers to make up the deficit, then the Boston taxpayers would not have to supply the money all alone. The other cities and towns would have to pay their share, the Mayor argued.

On the Taxpayers

Pointing out that the Supreme Court ruled that transit subways and tunnels were underground streets, the Mayor stated there that is a "body of opinion that the taxpayers should assume some of the debt borne by the car riders," and he recalled that the public trustees of the El recently "urged the necessity of the taxpayers assuming part of the burden on further rapid transit facilities."

Declaring that the subways were built to lease to the Elevated company or its successor, the Mayor urged prompt action on the part of the council in accepting section eight of the act for the transfer of the property.

He insisted that there could be no advantage in waiting for the result of the referendum in the State election this year which will determine whether the voters want public ownership, public control or private ownership of the Elevated.

"If public ownership prevails," said the Mayor, "clearly the same transit district which purchases the assets, property and franchises of the Boston Elevated Railway should own the subways, tunnels and rapid transit extensions. If public operation and management is to continue, it is clear that the district which is to finance future rapid transit extensions should share in the burden of existing subways, tunnels and rapid transit extensions.

As a "Protection"

"And finally," said the Mayor, "if it should be voted to return the road to private management, it is highly essential for Boston that the Metropolitan district should be squarely behind the outstanding transit obligations of the city as a protection against the possible failure of private management."

As for the opposition to the proposal which would end the Boston Transit department and give the East Boston tunnel job as well as future rapid transit extensions to a Metropolitan Transit Commission, the Mayor said that "the appointment of a commission is of relative unimportance as compared to the prompt functioning of the Metropolitan Transit Council and the immediate authorization of needed rapid transit facilities."

That it would be a good plan for the proposed Metropolitan Transit Commission to take over the working force of the Boston Transit Department with its engineers of 25 years' experience was suggested by the Mayor, but he suggested no future jobs under the Elevated legislation for the three Boston transit commissioners who balked at approving the Harriman tunnel plan.

As the Mayor's message is more than 7000 words long, the Council will have time only to read it before adjourning. They go into session at 11 o'clock and at 12:30 they will be guests of the Mayor at a farewell luncheon at the Parker House.

It was indicated last night that Council will not adopt the measure today, but will leave it for the new Council, which will take office with Mayor-elect Curley on Monday.

TRANSCRIPT 1/4/30

Curley Leader Calls Nichols Record a Joke

Councilor Ward Makes Bitter Attack—Hospital Wins City Land

A bitter attack on the survey of Mayor Nichols's term which was printed in the City Record, was made in the final session of the City Council today by Councilor Michael J. Ward of Roxbury, one of the leading workers for Mayor-elect James M. Curley. The councilor read a prepared statement, in which he termed many of the present mayor's listed accomplishments "a huge joke." Before that attack was made, the Council voted sixteen to six to sell to the Robert B. Brigham Hospital for Incurables five acres of land on Parker Hill avenue, Roxbury, to be used for the site of a new wing. The price agreed upon was $34,800.

The Council met with the expectation of a lively session and was not disappointed. Councilor Ward's attack, which was made under the privilege of making a statement, was followed by an attack by Councilor Frederic E. Dowling on lack of action by the mayor's committee on the codification of laws relating to the city of Boston. The Council appropriated $25,000 for this purpose and, upon inquiry by the councilor, the chair informed him that no report had been filed.

Councilor Ward reviewed the thirty-five items listed in the City Record as Mayor Nichols's record. He denounced the statement that $7,500,000 had been invested "in the best municipal airport in the country" as a deliberate attempt to deceive the people, since the total expenditure to date is not in excess of $500,000; he declared that another item, setting forth "new and extensive street lighting which gives Boston the reputation of being one of the best lighted cities in America," was a huge joke, as the only white way installed was a short stretch on Massachusetts avenue.

Referring to improvements at the Public Library at a cost of a half million dollars, Councilor Ward declared that the expenditure was over estimated at least 50 per cent. As to the statement in the City Record that there had been "complete revision of the system of assessing property by modern and scientific methods," that particular work was in its elementary stages and will require at least eighteen months, he said.

Councilor Ward ridiculed the City Record statement of pride in street signs, by saying that the total amount expended is scarcely in excess of $20,000 and has required a period of four years, work having started in the previous administration. As to the extension of the Metropolitan water system, it was upon the recommendation of the Metropolitan water board, over which the mayor has no control and upon which Boston has no representation. The counsel declared that the new traffic control board has contributed more to the tying up of traffic than any factor ever previously known in the history of the city and that the claim made on street surfacing "is an exceptional example of window dressing, the unfortunate feature being that a larger proportion of the work is of such a temporary character as to require replacing in a very short time."

Moreover, in Councilor Ward's view the Exchange street widening "must have required heroic courage on the part of the mayor to refer to, in view of the fact that a change of name of this particular street has already been passed in order that the stench in the nostrils of some people in Boston may be mitigated." As for the Congress Street Bridge, plans and sketches were drafted in the preceding administration and to the present time not even the foundations have been completed and the structure itself cannot be completed in less than two years.

Though the mayor had appealed to the City Council to approve Elevated legislation which would transfer the city's $52,000,000 worth of rapid transit facilities as well as the job of building the proposed $16,000,000 East Boston tunnel to the newly created Metropolitan Transit District, the council did not take the matter from the table. Adjournment was had after Councilor Dowling's very bitter attack on the codification board, in which he assailed Mayor Nichols and called the testimonial banquet to the mayor "a hold-up game."

At one o'clock the council adjourned to the Parker House for dinner at the mayor's invitation.

TRANSCRIPT 1/4/30

Curley Inaugural to Be Broadcast

The administering of the oath of office to Mayor James M. Curley, and his inaugural address immediately following will furnish a special broadcasting program through stations WNAC and WBZ-WBZA, Monday, January 6.

Starting at 10 A. M. with the Processional March played by the orchestra the program will extend through 11.15. The invocation will be given by the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain after which City Clerk Wilfred H. Doyle will read the certificate of election of the mayor.

Chief Justice Arthur Prentice Rugg of the Supreme Judicial Court of Massachusetts will administer the oath of office and following the rendition of "American Fantasia" by the People's Symphony Orchestra under the direction of William Dodge, Mayor Curley will administer the oath to the members of the City Council.

The inaugural address will follow.

ADVERTISER 1/5/30

Catholic Guild to Hold Reception and Tea

MRS. JOHN A. REARDON, JR., president of the Guild of the Infant Saviour, announces the annual tea and reception, one of the principal events on its calendar, to take place at the Copley-Plaza on Tuesday at 2 p. m.

The principal address will be made by George N. Shufter of New York and the musical program will be in charge of Joseph Ecker, who will be heard in a group of songs. The Rev. George P. O'Connor and the Rev. Thomas N. Reynolds will also address the gathering.

Among the invited guests will be Mrs. Frank G. Allen, wife of the governor; Mrs. Alvin T. Fuller, wife of the ex-governor, and Mrs. James M. Curley, wife of the mayor-elect.

Tea will be under the direction of the officers of the executive board, and Mrs. John H. Holden will be the hostess. Mrs. Ambrose W. Moriarty will be in charge of the staff of ushers, and the pourers, selected from the executives of the charitable organizations affiliated with the Catholic Charitable Bureau, include Miss Frances Willis, president of the Proparvulus Club; Miss Josephine O'Connell, president of the Cecilian Guild; Mrs. Curtis Guild and Mrs. E. C. Donnelly.

ADVERTISER 1/5/30

Curley, at Inaugural, to Give Plans for Growth of City

SIMPLICITY AT EXERCISES IN SYMPHONY HALL

Mayor-Elect's Wife to Be Present Tomorrow if Health Permits

CEREMONY TO BE BRIEF

Public Reception at City Hall and Lunch to Council Will Follow

By HENRY L. DAILY

Severe simplicity will mark the inaugural exercises of Mayor-elect James M. Curley when he is inducted into office tomorrow morning in Symphony Hall. This will begin his third four-year term as mayor.

His inaugural address will contain recommendations for the growth of Boston, some which may be deemed drastic.

Mr. Curley will take the oath of office administered by Chief Justice Arthur P. Rugg of the Supreme Court of Massachusetts.

It is hoped that if Mrs. Curley's condition permits she will be on the platform to see her husband sworn in.

DOORS OPEN AT 9:15 A. M.

The doors of the hall will be open at 9:15 a. m. Those who come early will be in a position to obtain the best seats.

The stage has been allotted to representatives of the army, navy, veterans' organizations, civic bodies, Chamber of Commerce, labor and other groups, including Mayor Nichols, former Mayors Andrew J. Peters and John F. Fitzgerald and the Boston members of Congress.

The exercises open with an organ recital by John A. O'Shea, which will be concluded with the processional "Marche Militaire," played by the People's Symphony Orchestra, with William Dodge conducting.

OATH OF OFFICE.

The Rev James F. Kelley, pastor of Our Lady of Lourdes church, Jamaica Plain, will deliver the invocation. City Clerk Wilfred J. Doyle will read the certificate of election and the oath of office will then be taken.

The new mayor then administers the oath of office to the new city council as a group. The inaugural address follows and the exercises are over. It is estimated that there are 6000 words to be read, taking at least 45 minutes. The entire ceremony will take but little over an hour.

Following the exercises the mayor goes to City Hall. Here as in other years a public reception takes place.

While this is going on, upstairs in the city council chamber the 1930-31 council will attempt to get down to business by electing a president

HERALD 1/5/30

CURLEY GUEST AT ANNUAL DINNER

Massachusetts Exchange Will Entertain the Mayor

The annual banquet of the Massachusetts Real Estate Exchange to be held in Hotel Statler, Jan. 23, will be complimentary to his honor the mayor, the Hon. James M. Curley.

"The committee appointed to arrange for the annual banquet decided to convey the felicitations of the exchange to the new mayor by making this event complimentary to him," says John T. Scully, executive secretary of the exchange. "The future of Boston is largely in his hands and we want him to know that the Massachusetts Real Estate Exchange is co-operating with him in his program for a greater development of Boston in the next four years. His honor has accepted our invitation and the members will be privileged to hear from his lips a statement at the early beginning of his administration, of the major improvements which he has in mind to make Boston truly great. Nothing will be spared to make this a memorable event in the history of the exchange."

HERALD 1/5/30

PLANS COLORFUL MILITARY DANCE

Annual Legion Event at Statler Jan. 10

Plans for the annual military ball, under the auspices of the American Legion, department of Massachusetts, and for the benefit of disabled veterans, at the Hotel Statler, Jan. 10, are nearing completion and according to J. Ernest Kerr, general chairman, point to the most colorful and spectacular military event of the year.

Patrons and patronesses include Gov. and Mrs. Frank G. Allen, Mr. and Mrs. Leverett Saltonstall, Mr. and Mrs. Ronald T. Lyman, Mr. and Mrs. H. W. Dwight Rudd, Mr. and Mrs. Gaspar G. Bacon, Mr. and Mrs. Malcolm W. Greenough, Mr. and Mrs. Otis Russell, Mr. and Mrs. Roger Griswold, Mr. and Mrs. Bayard Tuckerman, Jr., Mr. and Mrs. Slater Washburn, Mr. and Mrs. Melville Weston, Mr. and Mrs. Walter I. Badger, Jr., Mr. and Mrs. Robert Homans, Robert T. Gannett, Russell Codman, Jr., and John W. Watson.

J. Ernest Kerr is general chairman of the 1930 military ball committee and the following comprise the sub-committee chairmen: Bayard Tuckerman, Jr., William J. McMorrow, Henry Parkman, Jr., Roy S. Edwards, Oscar C. Bohlin and Ernest P. DeKalb.

Theodore L. Storer is master of ceremonies.

In addition to the Governor and the mayor of Boston the following invited guests are expected to attend: Rear Admiral Phillip Andrews, Maj. Gen. Preston Brown, Grand Army of the Republic, Ancient and Honorable Artillery Company, Fusillier Veterans' Association, 1st corps Cadets, 2d corps Cadets of Salem, Lexington minute men the Governor's guard of Hartford, Canadian Fusilliers of Montreal, the Lancers the Veterans of Foreign Wars, Military Order of the World War.

One of the features of the ball will be army, navy and marine drill teams.

GLOBE 1/4/30

A meeting of the banquet committee of the Leo F. Power Associates was held last evening at the Teachers' College. Arrangements were made for the testimonial banquet and reception to City Councilor Leo F. Power, Mayor-Elect James M. Curley and Dist Atty William J. Foley will be among the principal speakers.

GLOBE 1/5/30

MAYOR NICHOLS AND CITY COUNCIL HOLD LOVE FEAST

Retiring Executive Gives Final Luncheon and Hears Warm Commendation

The Boston City Council which passes into history at 10 o'clock tomorrow morning, when Mayor-Elect Curley and the newly-elected Council are inducted into office sang its swan song yesterday afternoon at the Parker House, were Mayor Malcolm E. Nichols, the outgoing chief executive of the city, was host to the Councilors.

Mayor Nichols praised the City Council, thanked the members for their many courtesies, touched on the fine feeling that had existed between the Council and the Mayor, and said he hoped that the seven members who have not been returned to office will not withdraw from public life.

The Mayor not only spoke kindly of the several members who have been outstanding among their fellows, but also of the various attaches of the Council, some of whom, he said, he had known since his early days in political life or when he was a newspaperman at City Hall.

Recalls His Council Days

Mayor Nichols passed lightly over his successes and defeats in the Council; he told the Councilors how much he enjoyed their company and assistance, and while he said the occasion was in one sense a happy affair, all were perhaps together as an official body for the last time. The Mayor told the Councilors and other guests that he had long since learned to take the world as it came, and to remember that almost every triumph is followed by defeat and vice versa.

The Mayor in a reminiscent vein, told the Councilors of his own early political career as a member of the old Boston Common Council, and how much he liked the larger Common Council and even the smaller present City Council than the much smaller body of nine members that passed out of existence with a change of city charter.

Nineteen of the 22 Councilors were in attendance. Councilors Michael J. Ward of Roxbury, Frederic E. Dowling of Brighton and John I. Fitzgerald of the West End were absent.

Dwell on His Fairness

The Councilors who spoke voiced kindly feelings for the Mayor, lauded him as a good fellow, both personally and politically, and told how well he strove to meet the numerous demands of the representatives from the several wards of the city. Councilor Timothy F. Donovan of East Boston, president of the Council, and introduced by the Mayor as the presiding officer, called on several to speak messages of praise. Some dwelt on the fairness of His Honor, and his ability as executive, and others cited the many deeds of kindness which, they declared, "will make Malcolm E. Nichols' regime long cherished in the hearts of the people."

Among the speakers were Councilors Charles G. Keene of West Roxbury, Thomas H. Green of Charlestown, Henry Parkman Jr of the Back Bay, John F. Dowd of Roxbury, William A. Motley of Roxbury and Robert Gardiner Wilson Jr of Dorchester.

The affair was arranged by George H. Johnson, director of public celebrations.

GLOBE 1/5/30

RETIRING MAYOR PLACES MEMBERS OF HIS STAFF

Yesterday was Mayor Nichols' last full working day at City Hall as Chief Executive, and it was perhaps the busiest day that he has put in there in all his four-year term.

Even in the rush of the last hours he took time enough to go before the Civil Service Commission in an appeal in behalf of members of his official family at City Hall. It is the desire of Mayor Nichols to place in other departments of the city three young women who are without Civil Service ratings, and he intends to carry his fight to Atty Gen Warner.

His private secretary, Edward F. Condon, goes back to his position as secretary of the Boston Transit Commission. George T. Reid of the Mayor's secretarial force has already been confirmed as Deputy Penal Commissioner. Assistant secretary Ida Hibbard has been returned to the office of the city treasurer. Harry J. Rockett, also of the Mayor's suite, will return to his duties in the sewer division of the Public Works Department after a vacation. James F. McGurk, clerk in the Mayor's office, will go to the city treasurer's office, and the switchboard operator in the Mayor's office and the three young women employed as stenographers will be given positions in the Traffic Commissioner's Department. Robert J. (Bob) McHugh, who has been Mayor Nichols' chauffeur, will drive for Mr Nichols, private citizen.

GLOBE 1/5/30

CITY COUNCIL VOTES TO SELL LAND TO BRIGHAM HOSPITAL

Twenty items listed by Mayor Nichols as outstanding achievements of his administration were denounced by Councilor Michael J. Ward of Roxbury at the present Boston City Council's last meeting, when he charged that the Mayor had very little to do with the "achievements." Councilor Ward made adverse comment on each item.

An order by which the city conveys the Robert Breck Brigham Hospital 191,367 square feet of land on Parker Hill for $34,800 was passed by the Council at a second reading. The vote was 16 to 6 and followed one of the most vigorous contests of recent months.

The Council placed on file a message from Mayor Nichols which urged the acceptance by the city of Legislative Act 383, which would give Boston the Metropolitan Transit District for management and construction of rapid transit.

New Rates of Fire Insurance

Boston Board of Underwriters Announces Reductions on Fireproof Buildings

Good news for owners of theaters hotels and office buildings was made public at the headquarters of the Boston Board of Fire Underwriters this morning when a reduction in rates on fireproof buildings in these classes was announced. This will apply as of Jan. 1 to office buildings, and applies as of Dec. 2 on theaters. While officials of the board say that it is impossible to give the exact amount of premiums that will be saved to the property owners of the city by reason of these reductions—which are the result of an investigation and survey, covering a period of many months—they estimate that it will amount to thousands of dollars annually.

The reductions applying on fireproof office buildings—buildings principally occupied as offices—amounts to approximately 13 per cent, in specific cases running higher and in other cases lower. This reduction applies on buildings only. Reductions in the rate on fireproof hotels, applying on both buildings and contents, is about 15 per cent. This will apply to all of the big first-class hotels here. The reduction on fireproof theaters, which became effective as of Dec. 2, is approximately 25 per cent. This includes contents as well as buildings.

The insurable value of the office buildings in Boston affected by the reduction is estimated at $85,000,000; the hotels at $25,000,000, and the theaters at about $15,000,000. The rates which will now prevail will place fireproof office buildings, theaters and hotels in Boston very nearly on the same level as those in other large cities, for the same classes of constructions.

TRAVELER
1/4/30

Curley Inauguration to Be in Symphony Hall

Mayor-Elect Will Be Sworn in Monday at 10 A. M. by Chief Justice Rugg—Exercises to Be Put on Air Over WBZ and WNAC

Monday morning at 10 o'clock James M. Curley will be sworn in to resume his place as mayor of Boston and once again head the city government after what he has termed "a vacation from office."

IN SYMPHONY HALL

The exercises will be held in Symphony hall and will be broadcast by stations WBZ and WNAC. The inaugural address in which the new mayor will outline his policies will be one of the shortest ever read. It will consist of about 6000 words and will take about 45 or 50 minutes to read.

There will be formal exercises preceding his induction into office by Chief Justice Arthur P. Rugg. An organ recital by John A. O'Shea will open the ceremonies, after which will come selections by the People's Symphony orchestra, under the leadership of William F. Dodge.

The fact that the People's Symphony orchestra will be used is in keeping with the mayor's plan, that the inauguration be conducted for the people, and not for a chosen few.

He sent personal invitations to but few people, and even those must be in the hall on time or they will find that the general public will be occupying their seats. The reserved seats are on the platform only. The admission cards have to be honored at the door, but if there is room in the hall the general public will be admitted.

ALL IN THE DARK

That move on the part of the mayor-elect has added to the dilemma in which politicians have found themselves. None of those who supposed they were close to him have been asked for their opinion as to available men. So far no one knows what appointments he will make. A number are a bit worried.

Specific provision at Symphony hall was made only for the mayor's family, the families of the city councilmen, who will be sworn in at the same time, and some officials.

Representatives of the army and navy, federal and state government and men and women to represent labor organizations, civic societies and the chamber of commerce have been invited and will be seated.

Following the music by the orchestra and the organ, Mrs. Marie Murray will sing "America." The invocation will be by the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, which the new mayor and his family attend. The church is in Jamaica Plain.

City Clerk Wilfred Doyle will read the official report of the election, after which Chief Justice Rugg will administer the oath of office. The mayor will then swear in the city councilmen.

He will then read his inaugural address, which is expected to be of unusual nature. The ceremonies will be brought to a close by Mrs. Rose Zulalian, who will sing "The Star Spangled Banner."

Following the exercises the mayor will motor to City Hall where he will hold a reception in the mayor's office.

1/4/30

J. M. CURLEY, JR., IN M. C. O. F. COURT

James M. Curley, Jr., son of the mayor-elect, will be included among the 100 members of the new court that is being inaugurated by the Massachusetts Catholic Order of Foresters on Jan. 12 at the Hotel Statler. This court will include some of the representative families of Greater Boston and will consist of college men and women. William J Barry, a member of the high standing committee, is instrumental in the formation of this court.

1/4/30

NICHOLS PLEA IS IGNORED BY CITY COUNCIL

Fails to Vote at Final Meeting on Tunnel Legislation

The city council ignored today Mayor Nichols's request for acceptance of the special legislation which would entail the transfer of all subways, tunnels and rapid transit extensions in Boston to the metropolitan transit district, which would also abolish the present Boston transit department.

NO EFFORT TO VOTE

The council on Oct. 28 refused to accept the act. Today Mayor Nichols sent to the council his recommendation of several thousand words, in which he said he believed it had acted without adequate information at that time and that proper appreciation of the information he furnished it would lead it to take favorable action.

The council merely read the recommendation by its title and adjourned for the year with no effort being made by the so-called spokesmen of the mayor to obtain a vote.

The council also voted to sell, for $34,800, five acres of land owned by the city on Parker Hill to the Robert Bent Brigham Hospital. The vote was 16 to 6.

MAYOR IS ATTACKED

Mayor Nichols came in for several severe attacks, one for spending $1,200,000 at Long Island. Councilman Michael J. Ward, despite objections of Councilman Arnold, attacked Nichols's survey of the accomplishments of the administration as a deliberate falsehood. The outgoing mayor was attacked for projects which the councilman said were started during the previous Curley administration.

"A shake-down from start to finish" is the way the recent farewell dinner to Mayor Nichols was described at the city council meeting by Councilman Frederick E. Dowling in a bitter attack on the promoters of the testimonial. Dowling was defeated for re-election last November.

Dowling charged that the sponsors had shaken down contractors for $100 to $500 to "buy a new lizzy for the passing mayor," and that the party "was nothing but a Christmas basket for poor politicians." He also charged that in addition to the contractors, city officials and city employes were "hit over the head and made to contribute."

Dowling also made a scathing attack on Harold J. Field, John T. Myron and David A. Marshall, whom he said received $20,000 from the city for recodifying the state statutes relating to Boston and had done nothing for the money. Hec alled them "a phony commission," and referred to Myron as "an office boy for Charlie Innis."

TRAVELER 1/6/30

What Mayor Curley Hopes to Do



MAYOR CURLEY, in his inaugural address today, showed that he knows exactly what he is about and how he intends to do it.

The mayor is tired of seeing Boston patching up to meet conditions. He is right in wanting programs that anticipate needs for a half century.

The mayor's plan to seek the advice of various leaders in all lines of endeavor is a laudable one. He is as eager as ever for more and more hospitals and health centres, school buildings, libraries and playgrounds. The mayor would abandon for a time the pay-as-you-go policy for schools. Instead of paying from current taxes he would return to the loan policy until such time as we had a seat for every pupil. Here is a matter that will find opinion divided, but mostly in favor of the suggestion.

To maintain prosperity, the mayor would spend $10,000,000 outside the debt limit for the acceptance and construction of streets. That we need. There is no other big city with a fine nearby beach like City Point. The mayor wants to spend $750,000 there. All Greater Boston would benefit. He wants fireproof building at L street bath and a 10,000-seat bleachers on the Strandway. And he wants to spend $1,000,000 at the other end of the city, a waterfront park in the Bayswater section of Orient Heights. Almost everybody will agree with his plan to make a White Way of Bunker Hill street.

The mayor calls conditions at Governor square "intolerable" and intends to tolerate them no longer. He would remove the tracks. He will "call immediately" on the Elevated to do it. And he has something to say about transportation service to Jamaica Plain. His remedy is a subway under Huntington avenue to Brookline Village. And he wants an automobile underpass at Commonwealth and Massachusetts avenue.

One of his finest suggestions is the taking over of Governor's island, cutting down the hill, using the dirt as fill to connect the island with the shore and give Boston the finest airport in the world, with a dirigible mooring mast on the island end of the airport. This plan is sound and should be carried through quickly. It will bring money and save lives. He will meet with difficulties in his laudable plan to electrify the railroads within the Boston area and establish a belt line, much as these improvements are needed.

His most important recommendation is for a Metropolitan Boston, making this the fourth rather than the eighth city. He shows where Boston pays a large part of the bills and the nearby cities benefit. He sees only chaos for all if the situation continues, and recommends the establishment of a great city by amalgamation. He realizes that the plan will not meet with approval in the nearby cities and towns which benefit at the expense of Boston, but he points out that "this consideration has not been permitted to prevail in the case of the seven leading American cities which today outrank Boston."

The mayor wants to furnish plenty of employment for labor and suggests the laying out of a new park in West Roxbury, which will include a golf course. He wants Boston to be able to fix its own tax limit and believes that cities and towns should be permitted to borrow 50 per cent. more than they do now. He would also have at least half the gas tax go to cities and towns

TRAVELER 1/6/30

Cont'd

for new roads and maintenance. He wants to widen Summer street from the army base through L street to the Strandway. He would widen parts of Dorchester avenue and Devonshire streets. And, as a tercentenary and veterans' memorial he would build a new structure at Mt. Vernon, Joy and Beacon streets to house the supreme court, land court, social law library and commission on probation, thus relieving congestion in the Pemberton square building.

Finally, he would do everything to bring business houses here, to establish plants and furnish employment for thousands.

It is one of the most definite inaugural addresses ever made by a mayor of Boston. While the mayor calls for large expenditures, he does it in a good cause. We feel certain that he will follow up his inaugural address with a financial plan showing just how much money will be needed and how and when it must be paid. His budget will be interesting to study and should be looked upon with a full sympathy for the laudable intentions of a man who appears ably equipped to conduct the affairs of the city. He has shown that he understands the job to which he has been assigned.



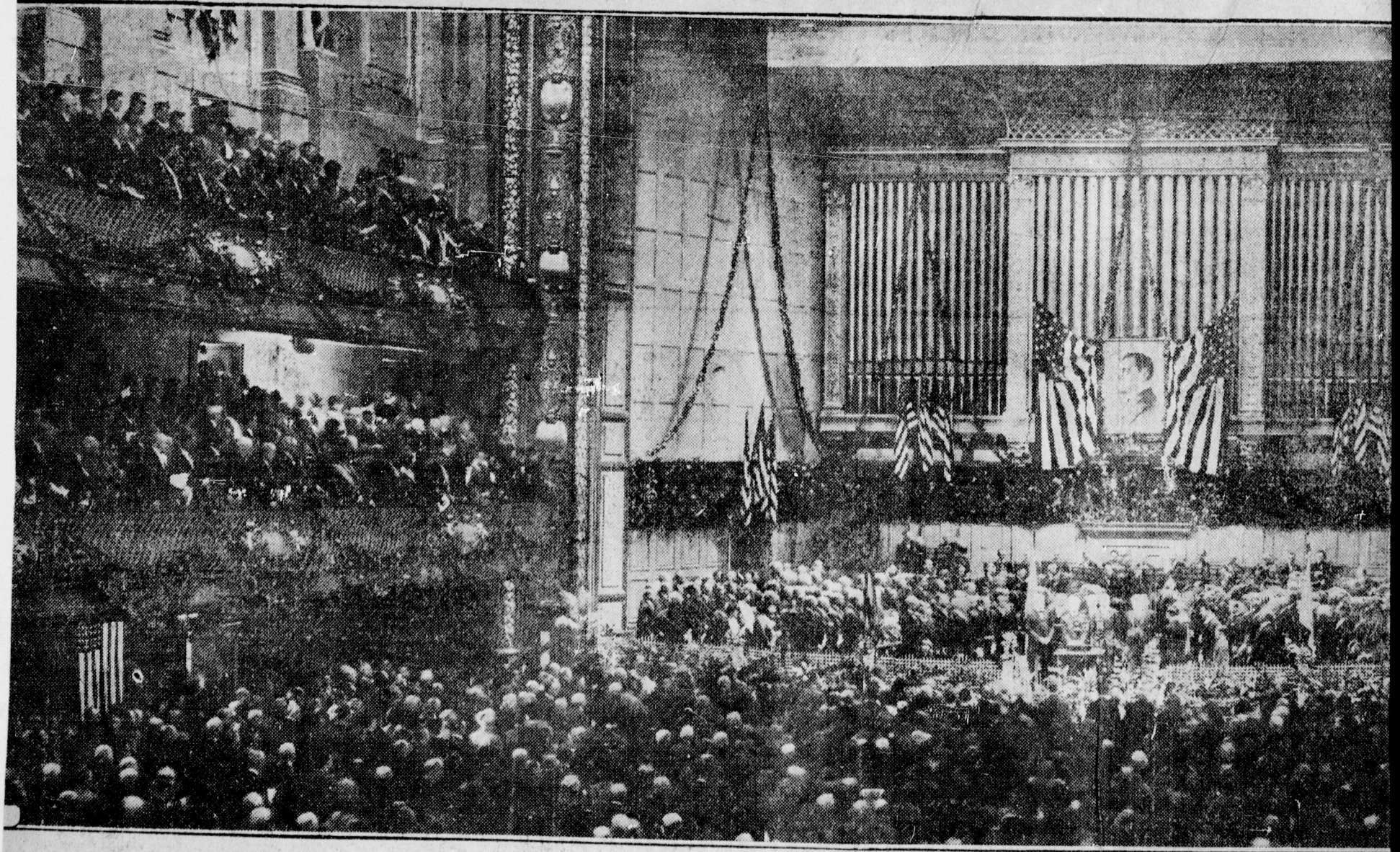
The Curley family group somewhat saddened by the illness of Mrs. Curley, is shown just before taking their places at the inaugural ceremony today. Standing are Leo, Paul, the mayor, James, Jr. Sitting are George, Mary and Francis.

TRAVELER 1/6/30



Mayor James M. Curley seated again at the desk in the mayor's office in City Hall. The desk was covered with floral tributes.

CURLEY TAKES OATH AS MAYOR OF B



This panoramic view was taken at Symphony hall today where Mayor James M. Cur

TRAVELER 1/6/30

BOSTON FOR THIRD TERM



ley was inducted into office.

TRAVELER 1/6/30

Favors $10,000,000 for Streets, Right to Fix Own Debt Limit, Removal of the Surface Tracks at Kenmore and Airport Extension.

Mayor James M. Curley's inaugural address follows in full:

Gentlemen of the City Council:

This year 1930 marks the passage of three centuries since a group of men and women, inspired by faith in God and in themselves, founded what is in our day known as Boston. Despite the rigors of climate, a soil that did not yield readily or in abundance, and the constant menace of hostile Indians, they progressed, bequeathing to us a lesson in the value of self-reliance and the necessity of co-operation.

PROGRAM IS ESSENTIAL

The problems that in our day bulk large are infinitesimal as contrasted with those in evidence in the days of the founders and can be solved by the same methods in our day as in their day, namely, through co-operation and self-reliance.

The necessity of a program for the development of industry, commerce and municipal activities anticipating so far as may be humanly possible the requirements of the sext half-century is evident. Such a program should be undertaken at an early date and pending its adoption our expenditures should be limited to immediate requirements which will not permit of delay.

The increased cost of administering the activities of the city in 1930 as against 1929, due to increase in personnel and salaries, will be approximately $1,000,000, and this excess cost must be offset if we are to avoid an increase in the tax rate that will prove burdensome.

Changes in administrative policies due to successive changes in administrative officials, coupled with pride of origin and lack of definite objective or plans for future, are in large measure responsible for present conditions industrially, commercially and in municipal departmental administration.

CITY PLANNING

It is my purpose to invite the co-operation of representatives of religious, educational, labor, industrial, commercial, civic and financial organizations to the number of 350 to serve in an advisory capacity with the city planning board in the creation of a 50-year plan for Boston.

Some progress along this line has already been made in the park department where plans, devised in 1916, anticipating the next half century have been the basis for commendable improvements.

Similar planning has been inaugurated in the hospital department at present working upon a 25-year plan, the merit of which so commended itself to the last administration as to permit of its acceptance without change, thereby making possible by 1932 a municipal hospital department unexcelled in the world.

The same policy with reference to preventive health work is presented in the George Robert White health units program which was sufficiently meritorious to warrant adoption by the last administration and which, upon completion of remaining units, will, in the opinion of Dr. Vincent of the Rockefeller Foundation, result in an enormous saving of human life.

It is desirable in connection with the program of installation of George Robert White health units to consider the advisability of establishing a unit in the Roxbury section and preferably in the centre of Madison park. The health authorities regard this section as one in which steps should be taken at once for the protection of the entire city since disease is no respecter of geographical lines.

The success achieved in these departments to which I have made reference is ample proof not only of the value but of the imperative need of early action in the application of this policy of long period planning, to all activities of the municipality.

SCHOOL BUILDINGS

The pay-as-you-go policy on appropriations for land and buildings for schools, adopted in 1916, was due in great measure to the fact that this expense was an annually recurrent one and, so long as the increase in requirements was normal each year, it seemed advisable to meet it from current taxes. In 1916 the valuation of school lands and buildings was $22,000,000 and the bonded indebtedness was $16,000,000. Today the valuation of school lands and buildings is $42,000,000 and the bonded indebtedness is $9,900,000.

The reduction of portable school structures to the minimum and the vigorous prosecution of a construction program for a seat in a permanent school building for every pupil will perhaps represent expenditures of too great a volume to impose immediately upon the taxpayers. I accordingly advance for serious consideration the question of a return to the loan policy on school lands and buildings until such time as the school buildings plant is brought up to the point where the only annual requirements will be those caused by the normal increase in school population and the obsolescence of buildings.

PROSPERITY PROGRAM

Boston, in common with all units of the American republic, approves the program of national planning inaugurated by President Herbert Hoover as a means to promote prosperity and to end if possible seasonal unemployment. In conformity with the policy of the President, it is desirable that such public works as may be undertaken not only be necessary but also be such as to provide the largest opportunity for distribution in the form of wages of money expended.

That encouragement may be given private individuals and corporations to aid in this prosperity program I recommend the expenditure outside the debt limit of $10,000,000 for the acceptance and construction of streets upon which homes or business establishments have been erected. This amount may seem large, yet it is but one-fifth of what could be expended to put our highways in suitable condition for public use. The expenditure of this sum should result in a higher health standard, a lower death and accident rate through designating certain streets in each section of the city as play streets, and a reduction in the cost of operation of motor vehicles.

Conditions in the building industry render it advisable to prosecute with vigor the building construction program of the Boston City Hospital, and it is my purpose to confer at once with the hospital trustees with a view to speeding up this important work. It is essential that this be done, both from the standpoint of public health and as a means of lessening the number of the unemployed. It will result in an early and large distribution of public money and payment for labor and materials, and thereby aid in promoting general prosperity.

LIBRARY EXTENSIONS

The Boston Public Library trustees after a most thorough investigation are of the opinion that a fixed policy of establishing two branch libraries each year for a period of 20 years should be undertaken at once. The benefits of this method of distributing books are so self-evident that it is difficult to understand why some such policy has not been previously followed.

I believe that it is sufficiently sound to justify adoption and that it will prove its value in so pronounced a manner as to make desirable its continuance by succeeding administrations, so that at the end of the 20-year period the plant value of the library should have increased four millions of dollars without burdening any generation.

HEALTH INSURANCE

The city of Boston has invested in the development for park, bathing and general recreation purposes at Columbus park and the Strandway, South Boston, the sum of $1,600,000. In the opinion of the park commission this work could be completed by an expenditure of approximately $750,000 and I know of no good reason why it should not be undertaken at once for the benefit of all the people of the city.

The value of the L street bath house not only from the standpoint of recreation but also from the standpoint of public health has long been recognized. It is much more than a Boston institution, since its facilities are utilized not only by persons living within the confines of Greater Boston but even by persons living outside of the commonwealth.

The possibility of the destruction of the L street bath house by fire occurring either prior to or at the height of the summer season has long been recognized and the importance of conserving the health-giving opportunities of this institution must be apparent to everyone.

PERMANENT BLEACHERS

During my previous term a sufficient sum was made available to provide a fire-resisting bathing establishment to take the place of the present L street bath house fire hazard, but, for what the succeeding administration deemed sufficient reason, the money was transferred.

TRAVELER 1/6/30

Cont'd

In connection with the completion of the Strandway development, which should include the building of permanent concrete bleachers with a seating capacity for 10,000 persons, the planting of grass, shrubbery and trees and the general improvement of the bathing beach, a new bath house should be constructed. The proposed bath house should contain a solarium, handball courts and facilities for hot salt water bathing during winter months.

I realize that the improvements recommended may involve a radical departure from the custom which has prevailed in the past, yet I nevertheless believe that rightly interpreted it is another forward step in the conservation of the health of the people which should be undertaken without delay; and I propose, accordingly, to recommend an appropriation in the sum of $750,000 to provide for the improvements here outlined.

Studies have been made relative to the development of the Bayswater section of Orient Heights at East Boston. An expenditure in the sum of approximately $1,000,000 would give to this section of the city a waterfront park similar to that which has been established at South Boston, and it is desirable that this work be started at an early date.

TRAFFIC

The change in the Charlestown district from a purely residential one to a section rapidly becoming industrial, renders it essential for the protection of the public that Bunker Hill street be smooth paved and a White Way be established thereon. The estimated cost of this work is $150,000, and I favor early action on the project. It is also advisable that a White Way with traffic signal system be established on Chelsea street, both for the protection of the public and for facilitating traffic.

The intolerable traffic conditions at Governor square have for a period of six years been the subject of plans and discussion, but without results. In my opinion the time has arrived to provide relief through the removal of surface tracks in the square.

During my previous administration I urged upon the Legislature the necessity of meeting this problem, and introduced legislation which was finally passed in the form of chapter 341 of the acts of 1925. This act authorizes the extension and alteration of the Boylston street subway, for the purpose of removing the surface cars from this square, and the improvement of street car service on Commonwealth avenue and Beacon street. It provides for financing along the sound lines of all our previous transit legislation, but in order to become effective must have the approval of the directors of the Boston Elevated railway in the form of an agreement to lease the extension. This legislation is still effective, and it is my intention to call immediately into conference the directors and public trustees of the Elevated Railway Company, with a view to having this act accepted and construction work promptly commenced on a layout which will fit into any future comprehensive plan.

The transportation service upon the Huntington avenue, South Huntington avenue and Centre street lines has been totally inadequate to meet the needs of this fast growing section of Boston and immediate relief should be provided either by the extension of the Boylston street subway through Huntington avenue to the junction of Tremont street and Francis street or to Brookline Village. I shall request the corporation counsel to draft a bill for this purpose for immediate presentation to the Legislature, believing the improvement here outlined is one that is absolutely necessary.

It is desirable as a further measure of relief that an under pass for motor vehicle traffic be constructed at Commonwealth avenue under Massachusetts avenue through the present mall.

BOSTON AIRPORT

The development of the airport at East Boston presents a problem that merits intensive study and early action. In my opinion, the airport should be extended to include Governor's island and it is desirable that the approval of the Massachusetts department of public works be secured for the extension of the line of the airport and that arrangements be made with the federal government for the transfer of the custody of Governor's island to the city of Boston. In the event that sanction is given by these authorities it should be possible through the leveling of Governor's island to grade and fill the flats between the present lines of the airport and Governor's island. The extended area thus reclaimed would make possible the construction of a dirigible mooring mast upon the island. I have requested a study of the development and extension of airport activities by the planning board and Boston park commission and shall, from time to time, make recommendations involving such expenditures as may be deemed necessary, to the end that Boston may take first place in airport facilities over any city upon either the Atlantic or Pacific coast.

ELECTRIFICATION

The indications are that a consolidation of New England railroads will shortly be proposed and in my opinion it would be advisable that Boston refuse to assent to such consolidation unless provision be made for electrification at least within the metropolitan area and for a belt line connecting all rail and steamship terminals.

The utilization of a portion of the road bed of the Boston & Maine railroad, the New York, New Haven & Hartford railroad, the Boston & Albany railroad and the Narrow Gauge railroad as a means of improving rapid transit facilities at a minimum of cost as has been done in the Dorchester, Ashmont and Mattapan sections of Boston is worthy of serious study at the present time.

METROPOLITAN DISTRICT

The city of Boston in 1929 was required to pay as its proportionate share of the cost of metropolitan activities the sum of $4,464,227.71, divided as follows:

Metropolitan sewers ...	$433,339.57
Metropolitan parks	1,110,027.88
Charles river basin	221,788.73
Southern artery	33,867.49
Northern artery	129,806.00
Misc. assessments.....	75,841.27
	$2,004,730.94
Metropolitan water....	2,459,496.77
Total	$4,464,227.71

Apparently it is the purpose of the state governments to extend the scope of its activities and control over the affairs of cities and towns within the metropolitan area so-called until such time as the officials in charge of such cities and towns become purely figureheads.

The deplorable feature of metropolitan district control lies in the fact that the cities and towns comprising the metropolitan district have no direct voice in the matter of expenditures and in the case of Boston are practically without representation upon the membership of the commissions.

It would appear desirable in view of the mounting expense of the metropolitan district, the major portion of which is borne by the city of Boston, that the cities and towns comprising the metropolitan district be allowed representation on these commissions.

As a further measure of protection I favor the appointment of a metropolitan district finance commission, the membership to be selected by the mayors and boards of selectmen in each county within the metropolitan district, and the representation to be proportionate to the annual expenditures made for the support of the metropolitan district; and the metropolitan finance commission so appointed to be given the power to supervise, investigate and report on all work now or hereafter conducted under or by metropolitan district commissions. Legislation to this end should be sought at an early date and I shall instruct the law department to draft a bill at once with a view to safeguarding the money of the taxpayers of the cities and towns within the metropolitan district.

The problems that confront the city of Boston today, an equitable solution of which would represent an expenditure of many hundreds of millions of dollars, are not primarily Boston problems; rather may they be more properly termed Greater Boston problems. The city has its limitations in the matter of expenditures of public money and could, without serious burdening of the taxpayers, conduct its business on a low tax rate with the same smug complacency as other cities and towns within a radius of 15 miles of the State House. An ever-increasing demand, however, is constantly made for improved transportation facilities, subway, tunnel and highway, the cost of which is borne by the city of Boston despite the fact that in nearly every case the improvements are made largely for the convenience and benefit of adjoining cities and towns.

I am fully aware of the objections that may be presented to the enactment of legislation providing for the establishment of a Greater Boston, notwithstanding the fact that the inclusion of the cities and towns within 15 miles of the State House would give Boston fourth rank as against eighth place, as at present, among American cities. The industrial and commercial benefits that would accrue in consequence of this more favorable position are self-evident. It must be likewise apparent to every thoughtful citizen that Boston with a population approximating 800,000 cannot continue to bear the burdens that should be borne by the cities and towns within the Greater Boston area, which are beneficiaries of transit, highway and other expenditures.

The principal argument against the creation of a Greater Boston is based on the retention of local autonomy. This consideration has not been permitted to prevail in the case of the seven leading American cities which today outrank Boston in population, and it should not

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searchlight of public opinion in order to ascertain not only what the improvement will cost in dollars and cents, but what return will be made to the community in the way of convenience and facility of traffic movement.

Not riches but the life that a community provides is its real wealth.

TERCENTENARY, VET'S MEMORIAL

The celebration of the tercentenary of the settlement of Massachusetts Bay affords an opportunity to establish a permanent memorial to the founders and at the same time discharge an obligation which has been too long overdue, namely, a memorial of the soldiers, sailors and marines who gave of their health and strength, even to the supreme sacrifice itself, in the late war, in order that their country, state and city might endure.

No more fitting recognition of the enduring work of the forefathers and the war service of their successors in this generation could be devised than a memorial building which would stand not only as expression of the appreciation of their fellow citizens but also as a reminder to the youth of this and future generations that there is no higher attribute than loyalty.

Such a memorial building, on the westerly side of the state house, possibly on the plot bounded by Mt. Vernon, Joy and Beacon streets, could appropriately house the supreme judicial court, the land court, the social law library and the commission on probation, and thereby relieve for a considerable period the overcrowding of the Suffolk county court house.

SANE ECONOMIC POLICY

The expenditures of the public welfare department are an unfailing barometer as to industrial prosperity or depression, and the amount required in the closing months of 1929 indicates that there is dire need at present.

Until a sane economic policy is devised unemployment will continue to exist. In its train come poverty, crime and disease; and to combat these evils it is necessary to furnish work and wages to those in need of sustenance and employment.

The city can do much, but private industry, properly encouraged can do more, and to the promotion and encouragement of commerce and industry our every effort should be directed.

The solution of all these problems requires the action and approval of the city council. Too often in the past the attention of the citizens has been centred on the inauguration, personality and policies of the chief executive; losing sight of the fact that this ceremony is also the inauguration day of the members of the city council, who have been selected by the people to act as a board of directors. Since the curtailing of their powers along certain executive and administrative lines by the so-called Good Government Charter of 1909 it has become customary for those having little knowledge of the foundations of municipal government to make light of the city council membership and attempt to belittle their importance. Nothing is more unwarranted and unfair—and no one can more appreciate from actual experience their power and influence for good administration, and the necessity for their hearty co-operation and assistance than I. From my knowledge of the calibre of the men whom the people have selected to represent them in the present honorable body I feel certain of that co-operation and assistance to the fullest degree.

The task confronting us is no new one, and providing we essay it with courage, confidence, and faith in Almighty God, success will crown our efforts and we will merit the appreciation of a grateful citizenship.

May we serve with fidelity, and achieve mightily, and as God was to our fathers may he be to us.

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Tunnels as Good Investments

Ten million, nine hundred and seventy-seven thousand, nine hundred and ten vehicles passed through the Holland tunnel under the Hudson River during 1929. In the preceding year there were 8,744,674. New York and New Jersey find the tunnel business good. It pays in dollars and cents to build these under-water highways. The increase in the use of the Holland tunnel last year resulted in an increase of 38 per cent in the revenues from it.

But a blue-print tunnel yields no tolls. Neither is there revenue in endless discussion. The joint debate on the East Boston tunnel is a free show. There are no tickets. The tunnel will not begin to pay for itself until it is built. Once built, if the experience of New York is duplicated here, it will pay for itself much faster than many have supposed to be possible.

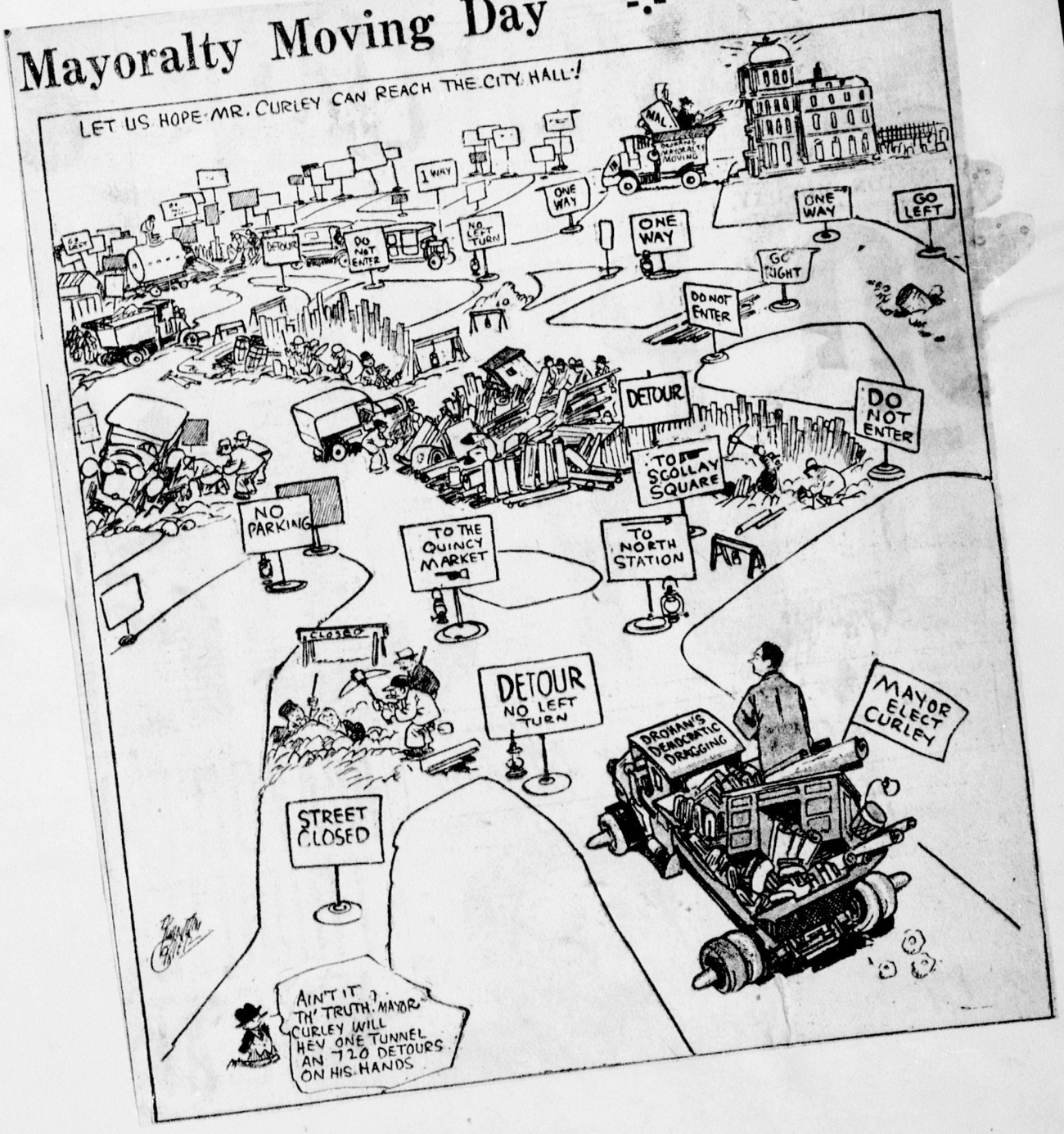
It would seem that about all that could be said in favor of different locations for the East Boston tunnel has been said. What is wanted now is a final decision that will make the dirt fly, it being understood that "dirt" is used in its literal sense, and that there will be no excuse for the use of the word in a manner to suggest something else. More than that, the reputation of the town is at stake in another way. They are talking in New York of constructing a tunnel from Long Island to Staten Island. Here is a project that already is, or soon will be, in the blue print stage. Boston should see to it that energetic New Yorkers do not get this Staten Island tunnel built while loquacious Bostonians are still talking about the best route to Noddle Island. Otherwise somebody in New York may rudely speak of Boston as the Hub of Never-Never Land.

Mayor Curley is beginning his third term, but he would be a rash prophet who predicted that it would be the last.

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Mayoralty Moving Day

By FRANKLIN COLLIER



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Symphony Hall Jammed to Its Doors by Thousands, High and Low; for Mayor Curley's Inaugural



Hon. John F. Fitzgerald Mayor James M. Curley

Conspicuous among the many notables to congratulate the mayor was ex-Mayor John F. Fitzgerald, who is a candidate for the gubernatorial nomination.

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$15,000,000 PROGRAM OUTLINED BY CURLEY

CURLEY URGES PLANS FOR 50 YEARS AHEAD

By HENRY L. DAILY

A $15,000,000 program of public improvements for Boston was outlined today by Mayor James M. Curley in his inaugural address at Symphony Hall.

While stressing the necessity of averting a burdensome tax rate, the new mayor, however, pointed out the "need of a program for the development of industry, commerce and municipal activities, anticipating so far as may be humanly possible, the requirements of the next half century."

"Such a program should be undertaken at an early date and pending its adoption our expenditures should be limited to immediate requirements which will not permit of delay," he declared.

"The increased cost of administering the activities of the city in 1930 as against 1929, due to increase in personnel and salaries, will be approximately $1,000,000, and this excess cost must be offset if we are to avoid an increase in the tax rate that will be burdensome," he said.

NEED FOR WORK

Continuing, the mayor read, "Changes in administrative policies due to successive changes in administrative officials, coupled with pride of origin and lack of definite objective or plans for future, are in large measure responsible for present conditions industrially, commercially and in municipal departmental administration."

Mayor Curley then referred to the expenditures of the public welfare department as an unfailing barometer as to industrial prosperity or depression, and the amount required in the closing months of 1929 he said indicated that there is dire need at present.

"Until a sane economic policy is devised unemployment will continue to exist. In its train come poverty, crime and disease; and to combat these evils it is necessary to furnish work and wages to those in need of substenance and employment," he said.

"The city can do much, but private industry properly encouraged can do more, and to the promotion and encouragement of commerce and industry our every effort should be directed," he stated.

FAVORS HOOVER VIEWS

Some of the major municipal improvements which would aid the unemployed, as outlined by the mayor in his address, are the expenditure outside the debt limit of $10,000,000 for the acceptance and construction of streets upon which homes or business establishments have been erected, $1,000,000 for a strandway in the Bayswater section of Orient Heights, East Boston; $750,000 for the completion of Columbus Park and Strandway, South Boston; $150,000 for a smooth paved white way in Bunker Hill st., Charlestown, and the erection of a George Robert White health unit in Madison Park, Roxbury.

With this thought in mind, Mayor Curley then approved the program of national planning inaugurated by President Hoover as a means to promote prosperity and to end, if possible, seasonal unemployment.

"An appropriation for an additional golf course has been authorized by the City Council and the park department possesses title to some 2,000,000 square feet of land in the West Roxbury section which could be cleared and made available as a golf course, and, provided no additional land were necessary, the entire amount appropriated for this purpose could be utilized in the employment of heads of families in the clearing, grading and development of this project.

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PORTABLE SCHOOLS

"Accordingly I commend to your earnest and early consideration action upon this improvement which, with others contemplated, may serve a most helpful purpose."

Referring to school buildings the mayor made a strong appeal for the reduction of portable school structures and the prosecution of a construction program for a seat in a permanent school building for every pupil will perhaps represent expenditure of too great a volume to impose immediately upon the taxpayers. "I accordingly advance for serious consideration the question of a return to the loan policy in school lands and buildings until such time as the school buildings plant is brought up to the point where the only annual requirements will be those caused by the normal increase in school population and the obsolescence of buildings."

Once again Mayor Curley referred to the unemployment situation when he said: "Conditions in the building industry render it advisable to prosecute with vigor the building construction program of the Boston City Hospital, and it is my purpose to confer at once with the hospital trustees with a view to speeding up this important work.

PLAY STREETS

The mayor declared that he was in favor of lowering the death and accident rate by motor vehicles through designating certain streets in each section of the city as play streets. He favored the policy of the Public Library trustees of establishing two branch libraries each year. He also favors the immediate building af a new L st. bathhouse and the erection of permanent concrete bleachers with a seating capacity for 10,000 persons at Columbus Park. The proposed bathhouse should contain a solarium and facilities for hot salt water bathing during the winter months.

Regarding traffic conditions at Governor sq., the mayor said: "The intolerable traffic conditions at Governor sq. have for a period of six years been the subject of plans and discussions but without results. In my opinion the time has arrived to provide relief through the removal of surface tracks in the square."

One of the first acts of the new mayor will be a conference between the directors and the public trustees of the Elevated with a view of having the legislative act of 1925 placed in effect.

"This act authorizes," the mayor said, "the extension and alteration of the Boylston st. subway for the purpose of removing surface cars from this square and the improvement of street car service on Commonwealth ave. and Beacon st."

"The transportation service upon Huntington ave., South Huntington ave. and Centre st. lines has been totally inadequate to meet the needs of this fast-growing section of Boston. The Boylston st. subway should be extended to Huntington ave. and Francis st., or Brookline Village," he said.

TRAFFIC UNDERPASS

"It is desirable as a further measure of relief that an underpass for motor vehicle traffic be constructed at Commonwealth ave., under Massachusetts ave., through the use of a portion of the present mall," he added.

The mayor then declared that, in his opinion, the airport at East Boston should be extended to include Governor's Island, and further stated that he has already requested a study of the development and extension of airport activities by the planning board and Boston park commission to the end that Boston may take first place in airport facilities over any city either upon the Atlantic or Pacific Coast.

Referring to the consolidation of New England railroads, he said: "The indications are that a consolidation of New England railroads will shortly be proposed, and, in my opinion, it would be advisable that Boston refuse to assent to such consolidation unless provision be made for electrification at least within the metropolitan area, and for a belt line connecting all rail and steamship terminals."

The mayor then dwelt upon Boston's share of the cost of metropolitan activities in the sum of $4,464,227.71. He charged that the purpose of the State government was to extend its scope and control the affairs of cities and towns within the metropolitan area so that the officials in charge of cities and towns would become purely figureheads.

He said, "The deplorable feature of metropolitan district control lies in the fact that the cities and towns comprising the metropolitan district have no direct voice in the matter of expenditures and in the case of Boston are practically without representation upon the membership of the commissions."

FOR NEW FIN. COM.

"As a further measure of protection I favor the appointment of a metropolitan district finance commission, the membership to be selected by the mayors and boards of selectment in each county within the metropolitan district, and the representation to be proportionate to the annual expenditures made for the support of the metropolitan district; and the metropolitan finance Commission so appointed to be given the power to supervise, investigate and report upon all work now or hereafter conducted under or by metropolitan district commissions. Legislation to this end should be sought at an early date and I shall instruct the law department to draft a bill at once with a view to safeguarding the money of the taxpayers of the cities and towns within the metropolitan district."

STUDY OF LONDON

"I favor the appointment of a committee consisting of recognized authorities upon the subject of municipal government to investigate as to the feasibility of the creation of a metropolitan district of government fashioned possibly along the lines of the London County Council, as I am firmly of the opinion that only through the united action of the cities and towns within the metropolitan district area is worthwhile progress possible."

"The city of Boston occupies a most unfortunate and unique position as contrasted with other cities of the Commonwealth in the matter of determining its tax limit. This discrimination should no longer be tolerated. I favor the adoption of such legislation as will permit the city of Boston to fix its own tax limit. I accordingly favor the removal of the restrictions upon limit of borrowing power for sewerage purposes.

"The cities and towns in the Commonwealth are required to bear the burden of additional street construction and maintenance caused by increased automobile and truck traffic. I believe this burden should be alleviated by the distribution to the cities and towns of at least half of the revenue received by the Commonwealth from the gasolene tax for the purpose of highway construction. I shall recommend to the Legislature that legislation be enacted authorizing such a distribution.

STREET WIDENINGS

"The automobile industry, including trucks, pleasure cars and motorcycles, has increased more than 100 per cent in the last five years, while road-building throughout the country has increased only one-eighth as fast. This means that not only Boston, but every large center of population is faced with a tremendous construction program which will in many respects change the entire aspect of our cities.

"The widening of Summer st. and of L st. from the Army Base to the Strandway; the widening of Dorchester ave., from Fort Point Channel to the south; the widening of Preble st., from Dorchester ave. to the Strandway; the opportunity afforded by the reconstruction of the Federal building for an ex-

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change of a strip of land 15 feet in width upon Devonshire st. for a similar strip in Post Office sq., and the opportunity for similar negotiations in connection with the development of the United States Hotel property are all matters obviously in need of consideration.

"The city planning board has practically completed a comprehensive thoroughfare plan designed to provide in a logical way for traffic needs during a 25-year period. Piecemeal projects are invariably wasteful. Each new improvement should fit into a general plan and add to the efficiency of those already accomplished.

TERCENTENARY

"It is my purpose to invite the cooperation of representatives of religious, educational, labor, industrial, commercial, civic and financial organizations to the number of 350 to serve in an advisory capacity with the city planning board in the creation of a 50-year plan for Boston.

"The celebration of the tercentenary of the settlement of Massachusetts Bay affords an opportunity to establish a permanent memorial to the founders, and at the same time discharge an obligation which has been too long overdue, namely, a memorial of the soldiers, sailors and marines who gave of their health and strength, even to the supreme sacrifice itself, in the late war, in order that their country, state and city might endure.

"No more fitting recognition of the enduring work of the forefathers and the war service of their successors in this generation could be devised than a memorial building which would stand not only as expression of the appreciation of their fellow citizens, but also as a reminder to the youth of this and future generations that there is no higher attribute than loyalty.

"Such a memorial building, on the westerly side of the State House, possibly on the plot bounded by Mt. Vernon, Joy and Beacon Sts, could appropriately house the Supreme Judicial Court, the Land Court, the Social Law Library and the Commission on Probation, and thereby relieve for a considerable period the overcrowding of the Suffolk County Court House."

Boston Assent to N. E. Railroad Merger Urged

"The indications are that a consolidation of New England railroads will shortly be proposed and in my opinion it would be advisable that Boston refuse to assent to such consolidation unless provision be made for electrification at least within the Metropolitan area and for a belt line connecting all rail and steamship terminals."

LYNCH ELECTED PRESIDENT OF CITY COUNCIL

Maj. William G. Lynch of South Boston was today elected president of the City Council for 1930 on the fifth ballot.

The election was held at City Hall immediately after the inauguration ceremonies at Symphony hall and, except for the passage of one order, was the only business considered by the new council at the first session.

On the first ballot Councillor Edward M. Gallagher received 11 votes, with 12 necessary for a choice. He held this figure for the next two ballots, when Councillor Dowd announced his switch to Lynch.

Through the three ballots Councillor John I. Fitzgerald had nine votes. Councillor Robert Gardiner Wilson was voting for Councillor Herman L. Bush and Councillor Peter A. Murray for Councillor Joseph P. Cox.

On the fourth ballot Lynch had 10 votes. Bush then announced a shift from Wilson to Lynch and Murray shifted likewise. The vote then was made unanimous.

The one order passed was introduced by Councillor Thomas H. Green of Charlestown and requested Mayor Curley to ask President Hoover to intercede with Secretary of the Navy Charles Francis Adams to have some warship assigned to Boston Navy Yard for construction repairs.

It was introduced in an attempt to block the discharge of several hundred navy yard employes.

After the meeting the councillors were guests of Mayor Curley at a banquet in the Parker House.

ROURKE PUBLIC WORKS HEAD

Although, contrary to expectations, Mayor Curley announced only one appointment officially after assuming office today, the identities of several other appointees became known through other sources.

After announcing that he had asked for the resignations of eight officials, the Mayor said that Joseph A. Rourke would be commissioner of public works to succeed James H. Sullivan.

The probabilities for other changes, however, were understood to be Francis J. Brennan as city treasurer, succeeding Frank L. Brier; Capt. John J. Lydon as soldiers' relief commissioner, succeeding John W. Reth, and Joseph P. Lomasney as a member of the transit commission.

Brier resigned voluntarily as soon as the new mayor was inducted into office.

Although the mayor said he had requested resignations of eight members of the Nichols executive family, he gave no names.

It is understood at City Hall, however, that the axe sufferers include Fire Commissioner Eugene C. Hultman, Corporation Counsel Frank S. Deland, Traffic Commissioner William Fisher, City Collector George H. Johnson, Soldiers' Relief Commissioner John W. Reth, one member of the board of assessors and one member of the transit board.

The mayor has yet to make public the name of his personal secretary, but Arthur B. Corbett has been appointed first assistant secretary. The new chief clerk is Cornelius A. Reardon, and other secretaries include Joseph Hanlon, John H. Sullivan and Frank Howland. John M. Casey is chief of the licensing board, continuing, and Miss Alice Leonard is official telephone operator.

Mayor Misses $3000 Rug Left 4 Years Ago in Office

Mayor Curley injected a mystery into his reception at City Hall today.

His eagle eye fell upon the floor of the mayoral office—his official habitat for the next four years—and he exclaimed:

"What's become of that nice rug we had here!"

There was no answer from the crowd assembled there to greet him and he continued:

"Why, that was worth about $3000!"

From the fringe of the crowd somebody remarked: "Well, you've never lost your smile, Jim."

The mayor answered: "No, but we've lost a good rug."



ed a colorful scene today as Mayor James M. Curley was administered the Justice Arthur P. Rugg. Arrow points to the mayor on the stage of the Over the stage is a portrait of the mayor, who assumes the office for the third time. Seated on both sides of him are his children, members of the city governments and other notables. Following the mayor the newly-elected members Council were sworn into office by Mayor Curley. (Staff photos.)

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MAYOR JAMES M. CURLEY

CURLEY SWINGS AXE ON GOING TO CITY HALL

Demands Deland, Johnson, Hultman and Others Resign

Mayor Curley immediately swung the axe upon his arrival at City Hall today after his inauguration. He found but one resignation on his desk, that of City Treasurer Frank L. Brier. It is reported that Francis J. Brennan is listed for the post.

RESIGNATIONS ASKED

The Mayor immediately demanded the resignations of Corporation Counsel Frank Deland, Collector George H. Johnson, Commissioner of Soldiers' Relief John Reth, Traffic Commissioner William A. Fisher, Fire Commissioner Eugene Hultman, Institutions Commissioner William Kinney and of a member of the board of assessors and of the transit board.

It is reported that John Lydon of South Boston will take Reth's place, and Edwin F. McLaughlin is understood to be slated for fire commissioner. James E. Maguire is expected to be named institutions commissioner.

Curley announced some of the members of his official family. He has not yet named his personal secretary, but his first assistant will be Arthur B. Corbett. Other members of the secretaril staff are Frank Howland, John H. Sullivan, Cornelius Reardon, John Hanlon and John Mahoney. Miss Alice Leonard will be the telephone operator for the mayor's office.

City Censor James M. Casey will also be retained in that capacity.

Mayor Curley did confirm the appointment of Joseph Rourke as commissioner of public works, succeeding James H. Sullivan. The latter is not expected to be removed until Feb. 1.

Lynch of South Boston City Council President

Was Central Figure in Controversy Over Baseball

William G. Lynch, councilman from ward 7, South Boston, was elected president of the Boston city council today on the fourth ballot.

There was a deadlock on the first three ballots, with Edward M. Gallagher of Brighton holding 11 votes, John I. Fitzgerald of the West end nine and Robert Gardner Wilson of Dorchester one.

FIGURED IN CONTROVERSY

On the fourth ballot, however, Councilman John Dowd of Roxbury announced that he saw no chance for electing Gallagher and said he would break the deadlock, withdrew his support and threw it to Lynch. On that ballot Lynch received 12 ballots.

Those voting for him were Councilmen Donovan, Green, Fitzgerald, Mahoney, Lynch, Dowd, Gleason, Bush, McGrath, Ruby, Wilson and Murray.

Lynch was the central figure in the so-called baseball scandal which the finance commission investigated a year ago. Lynch was charged with having tried to solicit money from Judge Emil Fuchs of the Braves.

The finance commission hearings, which were sensational, failed to produce evidence of any wrong-doing on Lynch's part, and all officials refused to take action against the South Boston councilman. Dan Carroll, manager of fighters and prominent in political circles, supported Lynch's position.

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Children See Curley Take Office



For the third time, the children of Mayor James M. Curley today saw their father inducted into the city's highest office. Mrs. Curley was prevented by illness from attending the inaugural ceremonies, but she listened in on the radio. (Staff photo.)

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Mayor Curley

A Practised Hand Takes the Wheel

THE coming of a new Mayor to School Street this morning was unattended by delay in the performance of municipal business for the good reason that our **NEW** Mayor is an OLD one.

Mr. Curley's hat and coat were hung in their old corner and almost in a jiffy he was saying, "Mr. Perkins, take this letter; are you ready? To Mr. Henry I. Harriman, president Boston Chamber of Commerce; my dear Mr. Harriman. . . ."

And so the machinery will be moving for four happy—we hope—and prosperous—we trust—municipal years.

Once a legislator, twice a councilman, seven times alderman or city councillor, twice a Member of Congress, and twice before the Chief Executive of New England's metropolis, the chieftain inaugurated today comes to a burdensome task qualified by experience as no other mayor has been qualified in Boston's history.

Mr. Curley has promised to give his native city the best that is in him. Boston could not ask for more. He is determined, he has said, to make this the **BEST** of his administrations. Boston could not **WISH** for more.

High Lights in Inaugural Address of Mayor

A CITY PLANNING BOARD, with a membership of 350, to serve in an advisory capacity in the creation of a 30-year plan for Boston.

Further development of hospitalization and extension of the George Robert White Health Units.

The reduction of portable school structures to the minimum and a return to the Loan Policy on school lands and buildings.

Endorses President Herbert Hoover's business stabilization program as a means to promote prosperity and to end, if possible, seasonable unemployment.

Recommends spending $10,000,000 for the acceptance and construction of streets upon which homes or business establishments have been erected.

Recommends that certain streets in each section of the city be set aside as play streets to lessen accidents from motor vehicles.

The completion of Columbus Park and the Strandway, South Boston, at a cost of $750,000.

THE DEVELOPMENT of the Bayswater section of Orient Heights, East Boston, similar to the Strandway, South Boston, at at an expenditure of $1,000,000.

Immediate removal of surface tracks at Governor sq. to relieve present intolerable traffic conditions.

The extension of the Boylston st. subway to Roxbury or Brookline.

Underpass for motor vehicle traffic at Commonwealth ave. under Massachusetts ave.

Further development of the East Boston Airport and its extension to Governor's Island.

CURLEY IS GIVEN WILD WELCOME AT CITY HALL

Enters Through a Cheering Lane of Thousands; Office Is Banked With Flowers

Mayor Curley returned to City Hall today to a greeting without precedent in the history of municipal affairs.

A crowd of several thousand persons awaited his arrival outside the hall and within it hundreds of city officials and employes formed a cheering lane through which he walked for the third time to the mayor's office.

Long lines of persons who desired to shake his hand formed at the conclusion of a short program of reception, and for a time it seemed an endless procession with the queques winding into School st.

The mayor's office was literally banked with floral tributes as "James Michael" strode in smiling, glanced approvingly around and sat down in "the chair" for the first time in four years.

For a battery of cameras he "did his stuff" as in the old days.

Then James E. Eagan, former election commissioner, stepped forward to present him with a miniature prize ring.

Within the ring were three hats, labeled Curley, Mansfield and Coakley. Excepting the Curley hat they were badly battered. The ring was letetred, "Champion of Them All."

The mayor smiled and remarked, "Somebody evidently sat on Mr. Mansfield's hat."

George E. Phelan, manager of the Geroge Robert White fund, called for three cheers for the mayor, Mrs. Curley and "the best administration in history." They were given with concerned vigor that nearly shook the hall.

The mayor shook hands with about 200 well-wishes and exclaimed: "Let's get down to business!"

He picked up two papers on his desk and a secretary entered to inform him that another crowd, larger than the first, had gathered to shake hands. So he put away business for the time being.

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MRS. CURLEY, ILL AT HOME, HEARS INAUGURAL OVER THE RADIO

MAYOR PAYS TOUCHING TRIBUTE TO ABSENT WIFE AT EXERCISES

Over the air from Symphony Hall, where for the third time he became mayor of Boston, James M. Curley today sent a message of tribute to his wife, prevented by illness from being present.

His inaugural address was, for the moment, suspended. The crowd of 5000 that jammed the auditorium to the very doors was hushed.

The "new-old" mayor spoke into a radio microphone, quietly, his eyes and his thoughts beyond the crowd:

"I greet the thousands of this unseen audience and one in particular is included—one who has been by my side for 24 years at every public exercise.

"She would be here today if God so willed. For her I ask the prayers of all."

At her home in the Jamaicaway, alone with a nurse, Mrs. Curley sat before a radio and received the message.

OUTLINES PLANS

That was the high spot of the inauguration. Immediately thereafter the mayor launched into his address, outlining his $15,000,000 city development program, his plans for new streets, for hospitalization, for the airport.

But Mrs. Curley, who was not present, dominated the program.

And when it was ended, the mayor, scheduled for a reception at City Hall, went home instead to tell her, first hand, of the inauguration.

A short time before Mr. Curley, accompanied by his six children, left home for the Symphony Hall exercises, Mrs. Curley had been informed by Dr. Martin J. English, who has attended her during her long illness, that she could not go.

She had bravely hoped to. As courageously she received the order to stay at home.

She gave him a kiss and a handclasp and a message of God-speed.

"I sincerely pray that God will give you strength and vision to fulfill the office in conformity with its highest and best traditions."

Then Mr. Curley left, surrounded by a detail of police, to become again the city's chief executive.

RUGG GIVES OATH

He took the oath of office administered by Chief Justice Arthur P. Rugg, repeating the pledge to nation, state and city in a voice scarcely audible to those seated and standing in the rear of the hall. He was not the smiling Mayor Curley that Boston has known at two previous inaugurals.

Behind him and to his right sat his six children, James, Jr., Mary, George, Paul, Leo and little Francis. But their mother was not at his side and he was a different man.

Even the crowd had sensed it when the official party entered the hall and mounted to the platform. "She's not with him," the murmur went around the room.

And out of deference to his sorrow, so apparent to the throng, the applause of greeting was very slight.

Later, when he had finished his address, the crowd was to stand and applaud him for fully five minutes without a pause.

The official party included besides the mayor and his children, the chief justice, City Messenger Edward J. Leary, Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain; Sheriff John A. Keliher, former Mayor John F. Fitzgerald, City Clerk Wilfred Doyle and members of the City Council.

NOTABLES ATTEND

Nearly 100 representatives of city and state organizations, the army and navy, were seated on the platform in a semi-circle, forming with the flowers and ferns a picturesque background for the exercises.

Former Mayor Nichols entered soon after the program was under way. Other dignitaries present included Maj. Gen. Preston Brown, Rear Admiral Philip Andrews, Gen. Clarence R. Edwards, Maj. Gen. Edward L. Logan, Sherman L. Whipple, State Adj. Wilfred A. Wetherby of the G. A. R., two others of the state command and David H. Whelton, at one time acting mayor of the city.

The processional, "March Militaire," was played on the organ by John A. O'Shea. Then the People's Symphony Orchestra, directed by William Dodge, accompanied Marie Murray, contralto, in "America" while the crowd stood.

Fr. Kelly offered invocation and City Clerk Doyle then read the certificate of election.

His right hand uplifted, his subdued voice directed partly into the microphone, Mr. Curley took the oath of mayoralty from Chief Justice Rugg. The first sustained applause followed.

COUNCIL SWORN IN

After the oath, the orchestra played an "American Fantasia," and included in it was the tune of "The Girl I Left Behind Me." It was not played intentionally; it just happened to be included in the airs. The audience sought Mr. Curley's eyes and Mr. Curley's eyes were above and beyond them.

City Clerk Doyle then read the certificates of election of the council members and the new mayor administed to them the oath of their office. New councilmen taking the oath were:

Lawrence Curtis, 2d, Richard D. Gleason, Leo F. Power, Edward L. Englert, Joseph McGrath, Francis E. Kelly, Clement A. Norton, Joseph A. Cox and James Heim.

Following another selection by the orchestra, Mr. Curley stepped to the microphone, greeted the assemblage and sent his message to his wife.

He then passed into his inaugural address and soon had the crowd, as he always has them, intent upon every word of his message.

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Outside the building several thousand people, unable to get into the hall, had gathered on the St. Stephen st. side. Amplifiers carried his address to the overflow.

SCORES OF TRIBUTES

A detail of police kept the crowd from interfering with traffic. Inside the hall another force moved constantly through the aisles, keeping them clear of about 2000 men and women for whom there were no seats.

At the conclusion of the program the mayor and the children went home while the official party went to City Hall. Mrs. Curley informed the family she had heard every word of the exercises almost as clearly as if she had been present.

Scores of telegrams and floral tributes were received during the day at the Jamaicaway house. Because of Mrs. Curley's illness, the customary inaugural dinner will not be held there tonight.

First Absence



Mrs. James M. Curley, whose illness forced her to listen in by radio to her husband's inauguration as mayor today. It was her first absence from his inaugurals.

Thousands Hear Mayor



In addition to the nearly 5000 in Symphony Hall, thousands of radio listeners today heard Mayor James M. Curley deliver his inaugural address. (Staff photo.)

To Invite Leading Citizens to Aid in Planning

"It is my purpose to invite the co-operation of representatives of religious, educational, labor, industrial, commercial, civic and financial organizations to the number of 350 to serve in an advisory capacity with the city planning board in the creation of a 50-year plan for Boston."—*From Mayor Curley's inaugural address.*

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Curley Favors Study of Borough System of Government; Approves President's Prosperity Program

Mayor Curley's Inaugural Address in Full Follows:

GENTLEMEN of the City Council: This year 1930 marks the passage of three centuries since a group of men and women, inspired by faith in God and in themselves, founded what is in our day known as Boston. Despite the rigors of climate, a soil that did not yield readily or in abundance and the constant menace of hostile Indians, they progressed, bequeathing to us a lesson in the value of self-reliance and the necessity of co-operation.

The problems that in our day bulk large are infinitesimal as contrasted with those in evidence in the days of the founders and can be solved by the same methods in our day as in their day, namely, through co-operation and self-reliance.

The necessity of a program for the development of industry, commerce and municipal activities anticipating so far as may be humanly possible the requirements of the next half-century is evident. Such a program should be undertaken at an early date and pending its adoption our expenditures should be limited to immediate requirements which will not permit of delay.

The increased cost of administering the activities of the city in 1930 as against 1929, due to increase in personnel and salaries, will be approximately $1,000,000, and this excess cost must be offset if we are to avoid an increase in the tax rate that will prove burdensome.

Changes in administrative policies due to successive changes in administrative officials, coupled with pride of origin and lack of definite objective or plans for future, are in large measure responsible for present conditions industrially, commercially and in municipal departmental administration.

City Planning

It is my purpose to invite the co-operation of representatives of religious, educational, labor, industrial, commercial, civic and financial organizations to the number of three hundred and fifty to serve in an advisory capacity with the City Planning Board in the creation of a fifty-year plan for Boston.

Some progress along this line has already been made in the Park Department, where plans, devised in 1916, anticipating the next half-century have been the basis for commendable improvements.

Similar planning has been inaugurated in the Hospital Department, at present working upon a twenty-five-year plan, the merit of which so commended itself to the last administration as to permit of its acceptance without change, thereby making possible by 1932 a Municipal Hospital Department unexcelled in the world.

The same policy with reference to preventive health work is represented in the George Robert White Health Units program, which was sufficiently meritorious to warrant adoption by the last administration and which, upon completion of remaining units, will, in the opinion of Dr. Vincent of the Rockefeller Foundation, result in an enormous saving of human life.

It is desirable in connection with the program of installation of George Robert White Health Units to consider the advisability of establishing a unit in the Roxbury section and preferably in the center of Madison Park. The health authorities regard this section as one in which steps should be taken at once for the protection of the entire city since disease is no respecter of geographical lines.

The success achieved in these departments to which I have made reference is ample proof not only of the value but of the imperative need of early action in the application of this policy of long period planning, to all activities of the municipality.

School Buildings

The pay-as-you-go policy on appropriations for land and buildings for schools, adopted in 1916, was due in great measure to the fact that this expense was an annually recurrent one and, so long as the increase in requirements was normal each year, it seemed advisable to meet it from current taxes. In 1916 the valuation of school lands and buildings was $22,000,000 and the bonded indebtedness was $16,000,000. Today the valuation of school lands and buildings is $42,000,000 and the bonded indebtedness is $9,900,000.

The reduction of portable school structures to the minimum and the vigorous prosecution of a construction program for a seat in a permanent school building for every pupil will perhaps represent expenditures of too great a volume to impose immediately upon the taxpayers. I accordingly advance for serious consideration the question of a return to the loan policy on school lands and buildings until such time as the school buildings plant is brought up to the point where the only annual requirements will be those caused by the normal increase in school population and the obsolescence of buildings.

Prosperity Program

Boston, in common with all units of the American Republic, approves the program of national planning inaugurated by President Herber Hoover as a means to promote prosperity and to end if possible seasonal unemployment. In conformity with the policy of the President, it is desirable that such public works as may be undertaken not only be necessary but also be such as to provide the largest opportunity for distribution in the form of wages of money expended. That encouragement may be given private individuals and corporations to aid in this prosperity program I recommend the expenditure outside the debt limit of $10,000,000 for the acceptance and construction of streets upon which homes or business establishments have been erected. This amount may seem large, yet it is but one-fifth of what could be expended to put our highways in suitable condition for public use. The expenditure of this sum should result in a higher health standard, a lower death and accident rate through designating certain streets in each section of the city as play streets, and a reduction in the cost of operation of motor vehicles. Conditions in the building industry render it advisable to prosecute with vigor the building construction program of the Boston City Hospital, and it is my purpose to confer at once with the hospital trustees with a view to speeding up this important work. It is essential that this be done, both from the standpoint of public health and as a means of lessening the number of the unemployed. It will result in an early and large distribution of public money and payment for labor and materials, and thereby aid in promoting general prosperity.

Library Extensions

The Boston Public Library Trustees after a most thorough investigation are of the opinion that a fixed policy of establishing two branch libraries each year for a period of twenty years should be undertaken at once. The benefits of this method of distributing books is so self-evident that it is difficult to understand why some such policy has not been previously followed. I believe that it is sufficiently sound to justify adoption and that it will prove its value in so pronounced a manner as to make desirable its continuance by succeeding administrations, so that at the end of the twenty-year period the plant value of the library should have increased four millions of dollars without burdening any generation.

Health Insurance

The City of Boston has invested in the development for park, bathing and general recreation purposes at Columbus Park and the Strandway.

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South Boston, the sum of $1,600,000. In the opinion of the Park Commission this work could be completed by an expenditure of approximately $750,000 and I know of no good reason why it should not be undertaken at once for the benefit of all the people of the city.

The value of the L Street Bath House not only from the standpoint of recreation but also from the standpoint of public health has long been recognized. It is much more than a Boston institution since its facilities are utilized not only by persons living within the confines of greater Boston but even by persons living outside of the Commonwealth.

The possibility of the destruction of the L Street Bath House by fire occuring either prior to or at the height of the summer season has long been recognized and the importance of conserving the health-giving opportunities of this institution must be apparent to everyone.

During my previous term a sufficient sum was made available to provide a fire-resisting bathing establishment to take the place of the present L Street Bath House fire hazard, but, for what the succeeding administration deemed sufficient reason, the money was transferred.

In connection with the completion of the Strandway development, which should include the building of permanent concrete bleachers with a seating capacity for 10,000 persons, the planting of grass, shrubbery and trees and the general improvement of the bathing beach, a new bath house should be constructed. The proposed bath house should contain a solarium, handball courts and facilities for hot salt water bathing during winter months.

I realize that the improvements recommended may involve a radical departure from the custom which has prevailed in the past, yet I nevertheless believe that rightly interpreted it is another forward step in the conservation of the health of the people which should be undertaken without delay; and I propose, accordingly, to recommend an appropriation in the sum of $750,000 to provide for the improvements here outlined.

Studies have been made relative to the development of the Bayswater section of Orient Heights at East Boston. An expenditure in the sum of approximately $1,000,000 would give this section of the city a waterfront park similar to that which has been established at South Boston and it is desirable that this work be started at an early date.

Traffic

The change in the Charlestown district from a purely residential one to a section rapidly becoming industrial renders it esential for the protection of the public that Bunker Hill street be smooth paved and a white way be establish thereon. The estimated cost of this work is $150,000 and I favor early action on the project. It is also advisable that a white way with traffic signal system be established on Chelsea street, both for the protection of the public and for facilitating traffic.

The intolerable traffic conditions at Governor square for a period of six years has been the subject of plans and discussion but without results. In my opinion the time has arrived to provide relief through the removal of surface tracks in the square.

During my previous administration I urged upon the Legislature the necessity of meeting this problem and introduced legislation which was finally passed in the form of chapter 341 of the Acts of 1925. This act authorizes the extension and alteration of the Boylston street subway for the purpose of removing the surface cars from this square and the improvement of street car service on Commonwealth avenue and Beacon street. It provides for financing along the sound lines of all our previous transit legislation, but in order to become effective must have the approval of the directors of the Boston Elevated Railway in the form of an agreement to lease the extension. This legislation is still effective and it is my intention to call immediately into conference the directors and public trustees of the Elevated Railway Company with a view to having this act accepted and construction work promptly commenced on a layout which will fit into any future comprehensive plan.

The transportation service upon the Huntington avenue, South Huntington avenue and Center street lines has been totally inadequate to meet the needs of this fast growing section of Boston and immediate relief should be provided either by the extension of the Boylston street subway through Huntington avenue to the junction of Tremont street and Francis street or to Brookline Village. I shall request the corporation counsel to draft a bill for this purpose for immediate presentation to the Legislature believing the improvement here outlined is one that is absolutely necessary.

It is desirable as a further measure of relief that an under pass for motor vehicle traffic be constructed at Commonwealth avenue under Massachusetts avenue through the use of a portion of the present mall.

Boston Airport

The development of the airport at East Boston represents a problem that merits intensive study and early action. In my opinion, the airport should be extended to include Governor's Island and it is desirable that the approval of the Massachusetts Department of Public Works be secured for the extension of the line of the airport and that arrangements be made with the Federal Government for the transfer of the custody of Governor's Island to the city of Boston. In the event that sanction is given by these authorities it should be possible through the leveling of Governor's Island to grade and fill the flats between the present lines of the airport and Governor's Island. The extended area thus reclaimed would make possible the construction of a dirigible mooring mast upon the island. I have requested a study of the development and extension of airport activities by the Planning Board and Boston Park Commission and shall, from time to time, make recommendations involving such expenditures as may be deemed necessary to the end that Boston may take first place in airport facilities over any city upon either the Atlantic or Pacific Coast.

Electrification

The indications are that a consolidation of New England railroads will shortly be proposed and in my opinion it would be advisable that Boston refuse to assent to such consolidation unless provision be made for electrification at least within the Metropolitan area and for a belt line connecting all rail and steamship terminals.

The utilization of a portion of the road bed of the Boston & Maine Railroad, the New York, New Haven & Hartford Railroad, the Boston & Albany Railroad and the Narrow Gauge Railroad as a means of improving rapid transit facilities at a minimum of cost as has been done in the Dorchester, Ashmont and Mattapan sections of Boston is worthy of serious study at the present time.

Metropolitan District

The city of Boston in 1929 was required to pay as its proportionate share of the cost of Metropolitan activities the sum of $4,464,227.71, divided as follows:

Metropolitan sewers	$435,399.57
Metropolitan parks	1,110,027.88
Charles River Basin	221,788.78
Southern Artery	33,867.49
Northern Artery	129,806.00
Miscellaneous assessments	75,841.27
	$2,004,730.94
Metropolitan water	2,459,496.77
Total	$4,464,227.71

Apparently it is the purpose of the State Government to extend the scope of its activities and control over the affairs of cities and towns within the Metropolitan area so-called until such time as the officials in charge of such cities and towns become purely figureheads.

The deplorable feature of Metropolitan District control lies in the fact that the cities and towns comprising the Metropolitan District have no direct voice in the matter of expenditures and in the case of Boston are practically without representation upon the membership of the commissions.

It would appear desirable in view of the mounting expense of the Metropolitan District, the major portion of which is borne by the city of Boston, that the cities and towns comprising the Metropolitan District be allowed representation upon these commissions.

As a further measure of protection I favor the appointment of a Metropolitan District Finance Commission, the membership to be selected by the mayors and boards of selectmen in each county within the Metropolitan District, and the representation to be proportionate to the annual expenditures made for the support of the Metropolitan District; and the Metropolitan Finance Commission so appointed to be given the power to supervise, investigate and report upon all work now or hereafter conducted under or by Metropolitan District Commissions. Legislation to this end should be sought at an early date and I shall instruct the Law Department to draft a bill at once with a view to safeguarding the money of the taxpayers of the cities and towns within the Metropolitan District.

The problems that confront the city of Boston today, an equitable solution of which would represent an expenditure of many hundreds of millions of dollars, are not primarily Boston problems; rather may they be more properly termed Greater Boston problems. The city has its limitations in the matter of expenditures

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or public money and could, without serious burdening of the taxpayers, conduct its business upon a low tax rate with the same smug complacency as other cities and towns within a radius of fifteen miles of the State House. An ever-increasing demand, however, is constantly made for improved transportation facilities, Subway, Tunnel and Highway, the cost of which is borne by the city of Boston despite the fact that in nearly every case the improvements are made largely for the convenience and benefit of adjoining cities and towns.

Metropolitan Boston

I am fully aware of the objections that may be presented to the enactment of legislation providing for the establishment of a Greater Boston, notwithstanding the fact that the inclusion of the cities and towns within fifteen miles of the State House would give Boston fourth rank as against eighth place, as at present, among American cities. The industrial and commercial benefits that would acrue in consequence of this more favorable position are self-evident. It must be likewise apparent to every thoughtful citizen that Boston with a population approximating 800,000 cannot continue to bear the burdens that should be borne in part by the cities and towns within the Greater Boston area, which are beneficiaries of transit, highway and other expenditures. The principal argument against the creation of a Greater Boston is based on the retention of local autonomy. This consideration has not been permitted to prevail in the case of the seven leading American cities which today outrank Boston in population and it should not be allowed to stand in the way of a movement beneficial to every city and town and to the State itself.

The principle which actuated the joint action of our cities and towns in developing a Metropolitan Water District, a Metropolitan Sewer District and a Metropolitan Parks District, is the same principle which caused Chicago, Cleveland, Los Angeles, New York, Detroit, and practically every other great urban center in the country to initiate programs looking to development not only within their own physical limits, but including at the same time the cities and towns within a radius of ten, twenty or thirty miles. It is the same principle which will influence the region in the vicinity of Boston at no far distant date to unite in its consideration of those matters which are of common interest and common concern.

London County Council

In many respects our situation here in Boston today is analogous to that which existed in the vicinity of London up to seventy-five years ago. Previous to 1855 the government of London was in a state of chaos. Municipal regulations were administered by no less than three hundred distinct boards, and more than 10,000 persons were participating in the government of the community. The statement is made, and this is not without counterpart in our own vicinity, that in some districts the dividing line between adjoining communities ran down the center of the main road.

In appealing for united action in matters of common concern William Gladstone stated, "The principle of unity has already been established under the pressure of necessity as a matter which could not be resisted. . . . unity of government in the metropolis is the only method on which we can proceed for producing municipal reform." The agitation finally resulted, in 1888, in the creation of the London County Council, which assumed and still maintains its position as the central governing body. In addition, there have been established twenty-eight metropolitan boroughs, each with its own mayor, Board of Aldermen and City Council, exercising jurisdiction over matters of local concern and, in conjunction with the London County Council, over the larger matters of common interest. Thus was London unified and welded together by the adoption of this coordinated system of government and for the first time in history it took its place as one great city rather than a mere conglomeration of petty jarring authorities. The principle of unity was established and has been found satisfactory.

Borough System

The necessity for similar action in our own metropolitan area is recognized today. The only difference of opinion lies in the adaptation of that principle to our own needs. If the solution is the borough system of government, which has brought order out of the great problem of London government which had so long vexed and perplexed successive generations, then its practical application to our own necessities should be given careful consideration. If the solution lies in the development of a regional area and a regional plan, as has been done in other large centers of population, then that also should have the most careful consideration. The fact remains that the awakening to a new social consciousness among city dwellers may well be said to be the most significant tendency of the new century. We have become regional-minded. Failure on the part of our governmental agencies to recognize this tendency in our social and economic life is nothing short of a repudiation of our traditional system of a democracy for the people and by the people.

I favor the appointment of a committee consisting of recognized authorities upon the subject of municipal government to investigate as to the feasibility of the creation of a metropolitan district of government fashioned possibly along the lines of the London County Council as I am firmly of the opinion that only through the united action of the cities and towns within the metropolitan district area is worthwhile progress possible.

Unemployment Relief

Investigation discloses the fact that the ranks of the unemployed have been greatly augmented due to business depression and that among those seeking aid from the municipality may be found hundreds of self-respecting and able-bodied men who have never previously found it necessary to request aid from any source.

It is the duty of the city, in so far as is consistent with sound business principles and humane instincts, to provide for the employment of as many of these men as may be possible.

An appropriation for an additional golf course has been authorized by the City Council and the Park Department possesses title to some 2,000,000 square feet of land in the West Roxbury section which could be cleared and made available as a golf course and, provided no additional land were necessary, the entire amount appropriated for this purpose could be utilized in the employment of heads of families in the clearing, grading and development of this project. Accordingly I commend to your earnest and early consideration action upon this improvement which, with others contemplated, may serve a most helpful purpose.

Tax and Loan Limits

The granting to the city of Boston of authority to determine its own tax limit was given consideration by the Legislature in 1929 and, for reasons with which I am not acquainted, the former mayor was not in favor of the removal of the tax limit. The city of Boston occupies a most unfortunate and unique position as contrasted with other cities of the Commonwealth in the matter of determining its tax limit. This discrimination should no longer be tolerated. I favor the adoption of such legislation as will permit the city of Boston to fix its own tax limit.

What is true with reference to the tax limit is equally true with reference to the limit for sewerage construction and likewise city debt. The cost of sewerage construction has increased some 300 per cent since the adoption of the present statutory restrictions and as a consequence the city is greatly hampered in the matter of extension of sewerage works. I accordingly favor the removal of the restrictions upon limit of borrowing power for sewerage purposes.

The debt incurring power within the debt limit is inadequate to meet present day requirements in every city and town of the Commonwealth, and more particularly so in the case of Boston. I accordingly favor enactment of such legislation as will permit of a 50 per cent increase in the debt incurring power of all cities and towns of the Commonwealth.

Revenue Apportionment

The Gasoline Tax Law has resulted in the receipt by the Commonwealth of a larger sum than was anticipated and much larger than was formerly received by the Commoiwealth from automobile fees and registrations. The cities and towns in the Commonwealth are required to bear the burden of additional street construction and maintenance caused by increased automobile and truck traffic. I believe this burden should be alleviated by the distribution to the cities and towns of at least half of the revenue received by the Commonwealth from the gasoline tax, for the purpose of highway construction. I shall recommend to the Legislature that legislation be enacted authorizing such a distribution.

I am advised that the County of Suffolk is now bearing an unfair proportion of the expense of transacting court business in the Supreme Judicial and Superior Courts of the County of Suffolk due to the fact that in many instances causes arising in other counties are transferred to the County of Suffolk. This in my opinion should be corrected by legislation, which will require those counties wherein these transferred causes

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be allowed to stand in the way of a movement beneficial to every city and town and to the state itself.

The principle which actuated the joint action of our cities and towns in developing a Metropolitan Water District, a Metropolitan Sewer District, and a Metropolitan Parks District, is the same principle which caused Chicago, Cleveland, Los Angeles, New York, Detroit and practically every other great urban center in the country to initiate programs looking to development not only within their own physical limits, but including at the same time the cities and towns within a radius of 10, 20 or 30 miles. It is the same principle which will influence the region in the vicinity of Boston at no far distant date to unite in its consideration of those matters which are of common interest and common concern.

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In appealing for united action in matters of common concern William Gladstone stated, "The principle of unity has already been established under the pressure of necessity as a matter which could not be resisted . . . unity of government in the metropolis is the only method on which we can proceed for producing municipal reform." The agitation finally resulted, in 1888, in the creation of the London county council, which assumed and still maintains its position as the central governing body. In addition, there have been established 28 metropolitan boroughs, each with its own mayor, board of aldermen and city council, exercising jurisdiction over matters of local concern and, in conjunction with the London county council, over the larger matters of common interest. Thus was London unified and welded together by the adoption of this coordinated system of government and for the first time in history it took its place as one great city rather than a mere conglomeration of petty, jarring authorities. The principle of unity was established and has been found satisfactory.

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The necessity for similar action in our own metropolitan area is recognized today. The only difference of opinion lies in the adaptation of that principle to our own needs. If the solution is the borough system of government, which has brought order out of the great problem of London government which had so long vexed and perplexed successive generations, then its practical application to our own necessities should be given careful consideration.

If the solution lies in the development of a regional area and a regional plan, as has been done in other large centres of population, then that also should have the most careful consideration. The fact remains that the awakening to a new social consciousness among city dwellers may well be said to be the most significant tendency of the new century. We have become regional-minded. Failure on the part of our governmental agencies to recognize this tendency in our social and economic life is nothing short of a repudiation of our traditional system of a democracy for the people and by the people.

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Investigation discloses the fact that the ranks of the unemployed have been greatly augmented due to business depression and that among those seeking aid from the municipality may be found hundreds of self-respecting, and able-bodied men who have never previously found it necessary to request aid from any source.

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What is true with reference to the tax limit is equally true with reference to the limit for sewerage construction and likewise city debt. The cost of sewerage construction has increased some 300 per cent. since the adoption of the present statutory restrictions and as a consequence the city is greatly hampered in the matter of extension of sewerage works. I accordingly favor the removal of the restrictions upon limit of borrowing power for sewerage purposes.

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REVENUE APPORTIONMENT

The gasoline tax law has resulted in the receipt by the commonwealth of a larger sum than was anticipated and much larger than was formerly received by the commonwealth from automobile fees and registrations. The cities and towns in the commonwealth are required to bear the burden of additional street construction and maintenance caused by increased automobile and truck traffic. I believe this burden should be alleviated by the distribution to the cities and towns of at least half of the revenue received by the commonwealth from the gasoline tax, for the purpose of highway construction. I shall recommend to the Legislature that legislation be enacted authorizing such a distribution.

I am advised that the county of Suffolk is now bearing an unfair proportion of the expense of transacting court business in the supreme judicial and superior courts of the county of Suffolk due to the fact that in many instances cases arising in other counties are transferred to the county of Suffolk. This in my opinion should be corrected by legislation, which will require those counties wherein these causes arise to reimburse the county of Suffolk for the expense involved.

STREET WIDENINGS

It requires no stretch of the imagination to foresee that very much must be added to our thoroughfare system within the next few years if it is to meet the demands of the constantly increasing automobile traffic. The automobile industry, including trucks, pleasure cars and motorcycles, has increased more than 100 per cent in the last five years, while road building throughout the country has increased only one-eighth as fast. This means that not only Boston but every large centre of population is faced with a tremendous construction program which will, in many respects, change the entire aspect of our cities.

The widening of Summer street and L street from the army base to the Strandway; the widening of Dorchester avenue from Fort Point channel to the south; the widening of Preble street from Dorchester avenue to the Strandway; the opportunity afforded by the reconstruction of the federal building for an exchange of a strip of land 15 feet in width upon Devonshire street or a similar strip in Post-office square, and the opportunity for similar negotiations in connection with the development of the United States Hotel property, are all matters obviously in need of consideration.

The city planning board has practically completed a comprehensive thoroughfare plan designed to provide in a logical way for traffic needs during a 25-year period. In order of their urgency, a construction program and a financial program are also being worked out. There is much to be gained by following a consistent, well thought out program of public improvements. Piecemeal projects are invariably wasteful. Each new improvement should fit into a general plan and add to the efficiency of those already accomplished. Projects involving large expenditures of money must be subjected to

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Not riches but the life that a community provides is its real wealth.

Tercentenary and Veterans' Memorial

The celebration of the tercentenary of the settlement of Massachusetts Bay affords an opportunity to establish a permanent memorial to the founders and at the same time discharge an obligation which has been too long overdue, namely, a memorial of the soldiers, sailors and marines who gave of their health and strength, even to the supreme sacrifice itself, in the late war, in order that their country, State and city might endure. No more fitting recognition of the enduring work of the forefathers and the war service of their successors in this generation could be devised than a memorial building which would stand not only as expression of the appreciation of their fellow citizens but also as a reminder to the youth of this and future generations that there is no higher attribute than loyalty.

Such a memorial building, on the westerly side of the State House, possibly on the plot bounded by Mount Vernon, Joy and Beacon streets, could appropriately house the Supreme Judicial Court, the Land Court, the Social Law Library and the Commission on Probation, and thereby relieve for a considerable period the overcrowding of the Suffolk County Court House.

Conclusion

The expenditures of the Public Welfare Department are an unfailing barometer as to industrial prosperity or depression, and the amount required in the closing months of 1929 indicates that there is dire need at present.

Until a sane economic policy is devised unemployment will continue to exist. In its train come poverty, crime and disease; and to combat these evils it is necessary to furnish work and wages to those in need of sustenance and employment.

The city can do much, but private industry properly encouraged can do more, and to the promotion and encouragement of commerce and industry our every effort should be directed.

The solution of all these problems requires the action and approval of the City Council. Too often in the past the attention of the citizens has been centered on the inauguration, personality and policies of the chief executive; losing sight of the fact that this ceremony is also the inauguration day of the members of the City Council, who have been selected by the people to act as a Board of Directors. Since the curtailing of their powers along certain executive and adminstrative lines by the so-called Good Government Charter of 1909 it has become customary for those having little knowledge of the foundations of municipal government to make light of the City Council membership and attempt to belittle their importance. Nothing is more unwarranted and unfair—and no one can more appreciate from actual experience their power and influence for good administration, and the necessity for their hearty co-operation and assistance than I. From my knowledge of the calibre of the men whom the people have selected to represent them in the present honorable body I feel certain of that co-operation and assistance to the fullest degree.

The task confronting us is no new one, and providing we essay it with courage, confidence and faith in Almighty God, success will crown our efforts and we will merit the appreciation of a grateful citizenship.

May we serve with fidelity, and achieve mightily, and as God was to our fathers may He be to us.

Curley Hurries to Wife's Side After His Inaugural

The first act of Mayor James M. Curley, after he had become mayor of Boston, was to gather his family together and go directly to the bedside of his wife in their home in Jamaicaway.

Arriving at his home, the mayor went directly to his wife's sick room, where he sat with her for 15 minutes discussing the details of the inauguration exercises.

Mrs. Curley had been listening in to the program as it came over the radio directly from Symphony Hall stage.

JOHN J. CURLEY SERIOUSLY ILL

While his brother was being inaugurated mayor of Boston today, John J. Curley was seriously ill at his home in Winthrop st., Roxbury, threatened with appendicitis.

His condition is critical, according to members of his household. They said he was worse today than yesterday.

Drs. William Fleming and David D. Scannell, who are attending the patient, said a surgical operation will be performed as soon as his condition warrants.

John was very anxious to see his brother inaugurated mayor of Boston for the third time, and was disappointed because his physical condition would not permit him to be present. John and James have been inseparable for many years in office and each has contributed to the other's success.

John was city treasurer during his brother's last administration. A few days ago he declined to accept the same job in the present administration because of his private business interests.

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Sad Note in Curley's Third Inauguration

Mrs. Curley Unable to Attend, and Mayor Asks Prayers of All

Big Program Outlined

Millions for Streets and Water-front Work to Help Unemployment

By Forrest P. Hull

Despite brilliancy of surroundings, the warmth and joy of friendships, the stately and colorful program of oratory, music and song, a distinctly depressing note of sadness permeated the inaugural exercises in Symphony Hall today when James M. Curley pledged himself to uphold the laws of State and nation as mayor of Boston for the next four years, and outlined a program that he would attempt to follow, the notable features of which were a study of a borough system for a Greater Boston and constructive measures in adherence to President Hoover's prosperity program.

The mayor's helpmeet of the last twenty-four years was absent. Until the last moment it was hoped that Mrs. Curley, seriously ill for a year and a half, might be present, at least for a few minutes. Her physicians, however, forbade it and the seat reserved for her in the midst of her children remained vacant.

When Mr. Curley arose to deliver his address, visibly affected as he was, he referred to her steadfastness and loyalty throughout their married life, her interest in his political achievements, and remarked that she would be with him today if God had not willed otherwise. For her he asked the prayers of all.

When the exercises had been concluded by the singing of the "Star-Spangled Banner," Mr. Curley lingered only a few minutes, and instead of driving immediately to City Hall for the reception that always follows, drove at once with his children to his home in Jamaicaway to greet Mrs. Curley. There he found his wife with a happy smile and with congratulations. She had listened to his address by radio and had enjoyed every feature of the program. Returning to City Hall after fifteen minutes in the sick room of Mrs. Curley, the mayor found hundreds of visitors. The corridors were crowded with people who had waited to greet him and in the executive offices there were fifty or more beautiful floral pieces from relatives and friends.

Program Differed Little

The program today was similar to those of former years in both formal and informal aspects. In 1914 when Mr. Curley assumed the office of mayor for the first time the ceremonies of inauguration were held in Tremont Temple; eight years ago they were held in Symphony Hall, as was the case four years ago when Malcolm E. Nichols became mayor. There was no procession of dignitaries, war veterans and city officials today. Mr. Curley and his children entered the stage at the rear and remained seated near the edge of the platform until the exercises began. Present on the stage were two of the three ex-mayors, Mr. Nichols and John F. Fitzgerald, and fifty or more invited guests, representing the Army and Navy, the State Administration, various patriotic organizations and all members of the City Council.

The hall filled quickly after the doors were opened at 9.30 o'clock. Occupying the front seats on the floor were members of the families and friends of the councilors and heads of departments and their families. The public took seats generally in the rear of the hall and in the balconies. John A. O'Shea, musical director of the public schools of Boston, presided at the organ and rendered several selections, and Marie Murray, contralto sang "America." The hall itself never looked more beautiful in its decorations of flowers, palms and greenery under the personal direction of William P. Long, chairman of the park commission. Streamers of laurel stretched the entire length of the balconies, a cluster of flags occupied each panel in the upper part of the hall and the stage with its arbor fence of white was banked with palms, bay trees, dracinas, spirea and Jerusalem cherry plants.

Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, gave the invocation, and immediately afterward City Clerk Wilfred J. Doyle read the certificate of election of the mayor. Mr. Curley stepped forward and repeated the oath as administered by the chief justice. There was a selection, "American Fantasia," by members of the People's Symphony Orchestra, William Dodge, conductor, after which the city clerk read the certificate of election of members of the City Council. The oath to the councillors was administered by Mayor Curley. There was another selection by the orchestra, "Northern Rhapsody," before Mr. Curley stepped to the microphone to begin his address.

Every councilor, as his name was read by the city clerk, received applause. The new members are Laurence Curtis, 2d, of Ward 5, Edward L. Englert of Ward 11, Joseph McGrath of Ward 13, Clement A. Norton of Ward 18, Richard D. Gleason of Ward 9, Leo F. Power of Ward 10, Francis E. Kelley of Ward 15, Joseph P. Cox of Ward 20, and James Heln of Ward 21. These men replace Councilors Deveney, Motley, Sullivan, McMahon, Murphy, Keene and Dowling, Wood and Parkman.

Curley Mild in Speech

Mayor Curley's address occupied forty-three minutes in its delivery. Contrary to custom there were no copies available by which the audience could follow it. The mayor spoke with his usual clearness of diction, but with a striking absence of the rhetorical and dramatic effects which he usually employs. It was apparent that the tremendous strain which he has suffered with the continued illness of his wife has left its effects.

First applause came when the mayor voiced his intention of seeking $10,000,000 outside the debt limit for the construction of streets as an earnest of his desire to co-operate with President Hoover in a program of construction to alleviate unemployment.

Applaud followed the mayor's declaration that he would speed up the ho construction program, for which $2 000 remains of appropriation auth his declaration in favor of recomm tions of the Public Library trustees the installation of two branch librari year for twenty years; his recomme tion of the immediate expenditure $750,000 to complete the Strandway provements; an expediture of $1,000 for East Boston water-front impr ments; $750,000 for a new bathhouse L street, South Boston.

Seeks Electrification

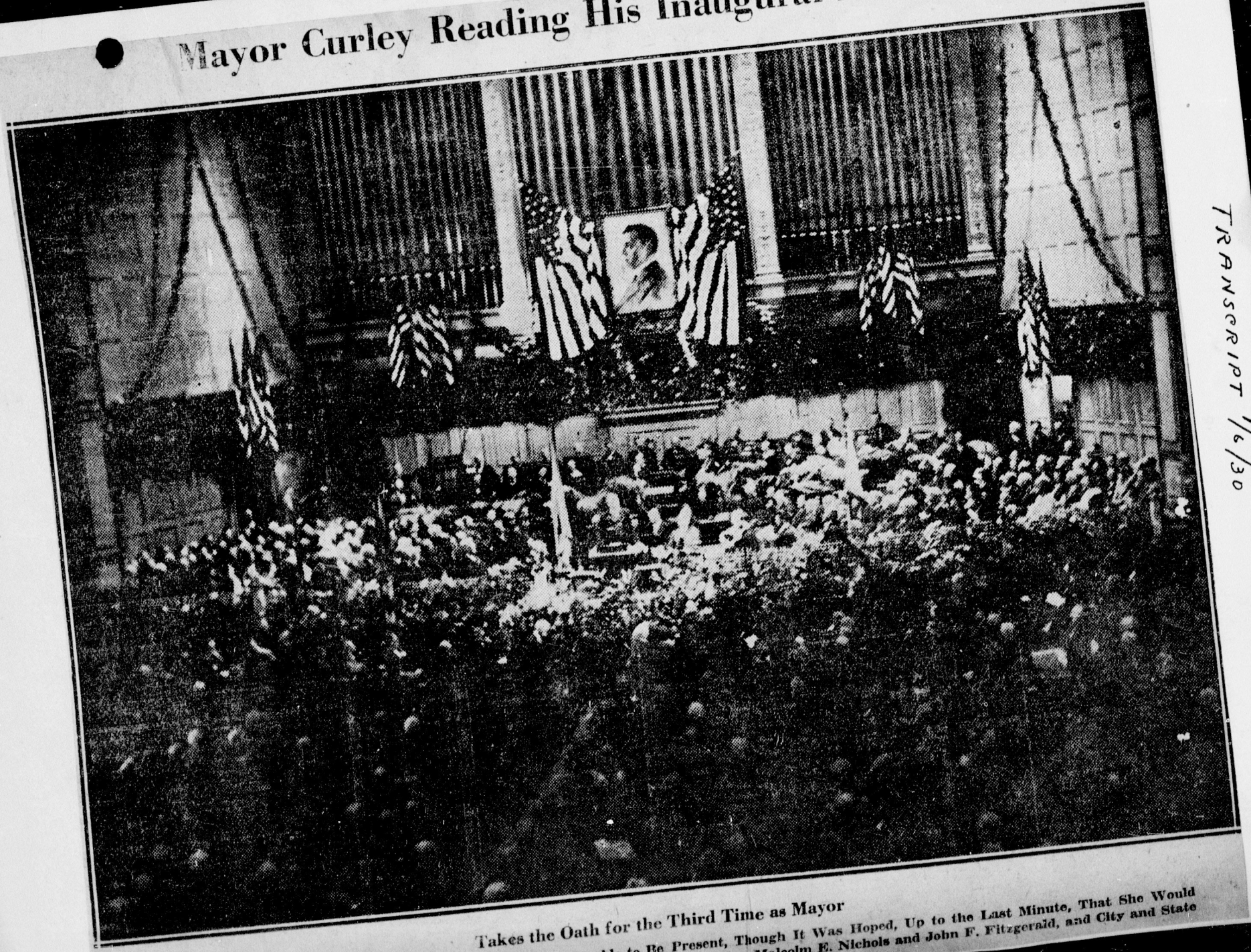
Reference to the traffic problem at Go ernor Square, in which Mr. Curley d clared that he would call a conference the Boston Elevated trustees at once seek acceptance of the legislative ena ment of four years ago, also was w received, as were his remarks for the i provement of traffic along the Hunting ton avenue route to Brookline and J maica Plain and his recommendation o an underpass at the junction of Massa chusetts and Commonwealth avenues. The mayor advised that, in the event of consolidation of New England railroad lines, Boston should not give its consent until it had received promise of electrification and a belt line to the terminals.

But the mayor's recommendations which received greatest applause were those relating to a Greater Boston. He promised to appoint a committee to study the situation with reference to the creation of a metropolitan district, possibly along the lines of the London County Council, saying that in his opinion only through the united action of cities and towns within the metoropolitan district area is worth-while progress possible.

The celebration of the tercentenary of the settlement of Massachusetts Bay affords an opportunity, the mayor declared, to erect a memorial to the founders and at the same time to honor the soldiers, sailors and marines who served in the World War. He suggested that such a building might be erected on the westerly side of the State House to house the Supreme Judicial Court, the Land Court, the Social Law Library and the commission on probation.

When Mayor Curley had concluded he received a burst of applause. The "Star Spangled Banner" was sung by Rose Zulalian, contralto.

Mayor Curley Reading His Inaugural Address



Takes the Oath for the Third Time as Mayor

At the Left of the Mayor Sat His Children, Mrs. Curley Being Unable to Be Present, Though It Was Hoped, Up to the Last Minute, That She Would Appear at Least for a Few Minutes. Seated on the Stage Were Two Former Mayors, Malcolm E. Nichols and John F. Fitzgerald, and City and State Officials and Members of Patriotic Societies

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Welcome, Mr. Curley, and Your Plane Awaits—A Few Words of Wisdom to One Who Is Coming In from One Who Is Going Out

By Daniel Rochford

MAYOR CURLEY got himself inaugurated again today. Had we been he we should have gone from the inaugural hall directly to the Boston Airport, climbed into any of fifty excellent airplanes, and flown over the city. One fifteen minute flight would give Mr. Curley enough inspiration to make his third administration the greatest in the city's history. He would see the problems of Boston's growth more clearly in such a tour than he will see them throughout the next four years if he does not fly.

Today it is still a mark of distinction for a great public official to fly. Governor John H. Trumbull has won world fame by his taking flying lessons and becoming a solo pilot though past the fifty-year mark. Ex-Mayor Nichols has yet to fly. Governor Allen has yet to fly. Both have paid and will continue to pay the price of their lack of experience with the greatest new factor in governmental, social, and economic relations. Transportation and communication make modern life possible. What could a mayor or a governor do who had never been in a train, an auto, or on a street car? Could we conceive such a man having attained the mentality required to obtain the office, yet he clearly could not cope with modern administrative problems intelligently.

Flying no Longer Like Religion

It is no longer a case of flying being a man's own personal business. For a public official not to have flown is for him to be in a large degree unqualified for his position. Today my statement will be challenged. Tomorrow it will be too obvious to justify its stating.

The flyers of Boston expect great things from Mr. Curley. During the dark days on Beacon Hill when Mayor Nichols mistakenly deserted his air board and refused to have anything to do with the airport, Curley appeared with the flyers and told the legislature that during his next administration he was going to spend fifteen million dollars on the Boston Airport.

I am not reminding him of his promise to force payment. Because it would be foolish to spend fifteen million dollars on any airport the next four years. We don't know enough about airports yet. But in those days Curley's enthusiasm and confidence were a great help. Mayor Nichols subsequently was won over to the needs of the city in aviation and came through handsomely for the Boston Airport. And it is significant that of all his achievements, his work at the Boston Airport topped the list in the reviews of his administration by the press of Massachusetts.

How to Solve E. B. Tunnel

Had Nichols taken an airplane ride for even five minutes, two years ago, I need not have waited to have my picture taken smiling beside him until this fall. He would never have felt that the impersonal though bitter campaign directed against him by me, was vindictive and personal. The other day at City Hall he shook hands and wished me luck on my new job with Pan American Airways and I wished him luck. The battle is long since over and whoever was wrong, the result is what we wanted. We have the municipal airport and the Memorial Administration building was dedicated by Mayor Malcolm E. Nichols, though the airport dedication will be the fruit of next fall after the plans laid out during the past several years are carried through.

I have telephoned all the commercial operators at Boston. Every one of them has agreed to give Mayor Curley a free ride. The best pilots, warm heated airplanes, and a warm welcome await him at the airport. Every day you delay, Sir, is so much time lost. Never mind about your insurance policies. Never mind about ifs, ands and buts. Go over there and fly over your city. Take a look at the streets. You'll see many that need widening. Of course if you have any friends interested in real estate, you might tip them off to follow you in the next plane. But they'll have to pay for their rides. Look over the suburbs, see the way you can sell the "greater Boston" plan. Look over the parks from above. See the districts that can be helped. Study the distribution of schoolhouses. Travel along the waterfront and watch the dock traffic. See how the railroads tie in. Note the transportation systems, trolley lines, elevated. Take a look at the East Boston tunnel project from the air. See whether the argument is one-sided. One flight and you'll know something more than either Harriman or Goodwin because neither of them has flown over it.

What Teddy Roosevelt Found

When young Theodore Rosevelt became governor of Porto Rico last fall he didn't know much about the island. He had read all the books, talked with all the local sages, and ridden over all the auto roads. But he still didn't know much about his island. I talked with him. He had decided to take an airplane and fly around it. A few days later he did. He wrote me that it revolutionized many of his previous conceptions and made his problems appear in a much more understandable way.

Boston isn't Porto Rico. It's easier to find your way around in Porto Rico.

But there are many problems of city administration which you know much of today but will learn much more of by flying over Boston.

And for the future welfare of the airport, a flight will do more than miracles. It will justify your enthusiasm for aviation. It will probably cure you of that half-hatched idea you told us about at the State House of building a flock of ware houses across the airport surface and making us fly off their roofs. That isn't needed at Boston yet. Maybe twenty years from now.

What the Airport Needs

What we want at the Boston Airport now is a fill to Governor's Island and to the bulkheads toward Wood Island. We want decent roads at the airport. Many cars were mired during the airport building dedication program the other day. They backed off the road onto the parking area and that sticky grey clay grabbed hold of them and there they spit and whirred until others pulled them out. The roads themselves are not hard surfaced but are muddy and full of holes and rough spots. The airport is going to get its new fencing. Everything else is coming along fine.

You've got a great assistant in Park Commissioner Long. He'll win a gold star during your administration as he has in past administrations. And your airport supervisor, Captain Albert L. Edson, is as fine a man for the work as there is in the entire United States. You've got the experts.

Governor Curley and General Brown

But the secret of any man's success in life, and I hope you'll pardon my telling this to you because even successful men have other goals ahead and after all you'd like to be governor; the secret of any man's success in handling affairs requiring the assistance of experts, is his knowing when to act on the advice of his experts. If you will fly from the Boston Airport once you will fly again. If you fly you see. And seeing, you will know. And knowing, you will do.

So here's good luck, Mr. Mayor. I wish I were going to be here to keep after you. I'm pretty proud of one or two of our converts. The United States Army is going to have a flying chief of staff one of these days. And it will be General Preston Brown now of Boston and New England. A couple years ago he didn't fly. He began to read the Transcript. Then he began to fly. Now he has his own airplane. The Army in New England never had a better commanding general. And the Army will never have a better chief of staff than Preston Brown. And the wisdom that flying has given him will be one of the greatest factors in his securing selection to the supreme command.

On behalf of the flying men, I welcome your administration. We count on you for a great many wonderful things. Under your leadership aviation will become tremendously valuable to the people of your city. But to work with us you've got to know us. And to know us you have to fly with us.

Your plane, Sir, awaits.

And just confidentially, Sir, if you do go over there to fly I think I might be able to get one or two of the boys to take your picture and stick it in the papers.

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The Mayor's Programme

Mayor Curley's grasp of municipal affairs has not weakened during the four years of interregnum. What impresses us most in the inaugural address he delivered today is the sweep of his comprehension, and his vision, of a Boston unfettered by many of the circumscriptions which now exist and free to expand and to take her place as the fourth municipality of the United States in point of population and a leader in social welfare. The message is preeminently a document of social and health progress, conceived in a spirit of aspiration which all citizens must admire, its plans capable of substantial realization if the city authorities receive and respect the co-operation which Mayor Curley invites in his request for the organization of representatives of all industries and interests to advise with the present City Planning Board. We make bold to say that the mayor has set his heart upon giving the city an administration which will reflect credit upon his name, and his demand for a fifty-year program of municipal achievement indicates the generous scope of his ideas. It may be a far cry from proposal to realization, but the mayor is pledged to an idealistic course which is worthy the great city of which he is the head, and he is entitled to sympathy and co-operation.

We note that it is his immediate purpose to rid Boston of the Governor square menace, through use of the legislation he sponsored in his previous term, and it may be said that if he accomplishes that promptly, he will have won a following that will stand by him in some of his other projects. Someone is responsible for failure to solve this relatively simple problem, and we trust Mayor Curley will make it his business to find out who, and to enforce action which has been too long delayed. His swift review of the whole traffic problem, in fact, strikes us as full of practical suggestions which should be carried out.

The underlying note of the whole inaugural is its impatience with the restrictions which hamper the free play of the progressive ideas with which the document abounds, from the relaxation of the debt and sewerage limits to the institution of something like the plan of the London County Council for the government of the metropolitan district. Boston and her neighbors are slowly but surely growing more sympathetic with the point of view set forth by Mayor Curley and more irritated by the control exercised over both by Beacon Hill; and while we would not commit ourselves to the plan of administration he suggests, we can at least acknowledge that many of his proposals must remain of academic interest only until Boston is given a freer hand to make them realities. We cannot share the mayor's diplomatic encomiums on the City Council, but we recognize the importance of that body in the scheme of things, and we agree with him that well-intentioned efforts to improve the city government by means of State legislation have proved disappointing. The City Council is a great body, in point of power for good or evil, and it can earn sincere public commendation by working harmoniously with Mayor Curley in the advancement of plans which have received his approval and that of his semi-official advisers.

Mayor Curley, fortunately, will be hampered by no kitchen cabinet. One of his prime qualities is that he shares the throne with no other. He seeks rather than avoids responsibility, and always is open to suggestion by the men and women in whom he places confidence, whether high or low in community standing. He assumes his great office for the third time with a program of his own which reflects a sincere intent to make himself worthy of the support he received at the polls last December, which came from all ranks. Some of his proposals may be criticized in detail, but on the whole they will invite friendly consideration. He has the rght to ask that for them, and to receive it.

Maj. Lynch Elected Council President

Curley Announces Rourke's Appointment and Request for 8 Resignations

Major William G. Lynch of South Boston was elected president of the City Council at the first meeting of the new administration, held immediately following the inaugural at Symphony Hall. His election came on the fourth ballot, by a vote of 12 to 10, the rival candidate being Edward M. Gallagher of Brighton.

Mayor Curley, who was kept busy receiving the congratulations of friends for an hour after his arrival at City Hall, announced the appointment of Joseph A. Rourke as commissioner of public works, to succeed James H. Sullivan, and the fact that he had requested the resignations of eight city officials, whose names he would not divulge. If the resignations are not presented immediately, the mayor said, he would remove the officials and replace them.

At 1.30 o'clock Mayor Curley gave a luncheon at the Parker House to the new City Council and many of his friends and department heads.

Unofficially at City Hall it was declared that among those whose resignations have been asked are Frank S. Deland, corporation counsel; John W. Reth, soldiers' relief commissioner; William A. Fisher, traffic commissioner; Eugene C. Hultman, fire commissioner; George H. Johnson, city collector; one member of the board of assessors and one member of the transit commission. Frank Brier, city treasurer, has already resigned and gossip has it that Frank Brennan, former membre of the street commission will be appointed. William S. Kinney, institutions commissioner, has also resigned and a prominent East Boston man is mentioned for that place.

It was plainly evident that Mayor Curley on his return to City Hall following inauguration was much distressed to find no resignations on his desk. He will act quickly, however, in replacing many officials with his own friends.

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Simple Ceremonies to Mark Curley Inauguration Today



Latest photograph of Mayor-elect James M. Curley. This picture (by Bachrach) was selected yesterday by Mrs. Curley as her favorite.

Mayor-elect James M. Curley, who will be one of 19 mayors inducted into office in as many Massachusetts cities today, will assume office for his third four-year term as Boston's chief executive at severely simple ceremonies and under the strain of Mrs. Curley's long illness.

It was confidently believed last night that Mrs. Curley will make every effort to attend the inauguration ceremonies in Symphony Hall this morning but that this question will only be decided at the last minute, depending entirely on her condition. It has been her keen desire to see her husband inducted into office for the third time but if this is not possible it is believed arrangements will be made at the Curley home to have Mrs. Curley listen in over the radio.

There is also a question as to whether John J. Curley, brother of the mayor, will be able to attend the services as he has been ill with an appendix attack for the past several days and has been confined to his home. He has announced his intention of attending, however, unless the weather is inclement.

Mayor-Elect Curley enters his third term with high hopes of developing a huge Metropolitan Boston and with a constructive program which he will attempt to carry out in the next four years. It is believed that in his inaugural address today he would advocate some startling innovations and will express the hope that he will be able to weld together the surrounding cities and Boston so that this city can take its place as one of the large municipalities of the country.

Rehearsal for the Curley inaugural was held in Symphony hall last night. As carpenters hammered, radio electricians stretched wires and [illegible] were busy pinning up bunting and [illegible] J. Philip O'Connell, probably the [illegible] director of municipal celebrations, drilled a host of ushers.

The most striking part of the decorations is a huge painting of Mayor-elect James M. Curley which hangs between festoons of flags in the rear of the stage.

With former state Senator Edward F. McLaughlin practically assured of the next fire commissioner, Edmund L. Dolan slated as chairman of the sinking fund commission and possibly city treasurer as well, Joseph A. Rourke as public works commissioner, and Capt. John J. Lydon soldiers' relief commissioner, Mayor-elect Curley will assume office with many other lucrative plums unpromised.

The mayor-elect has been keeping his own counsel regarding most of the positions which he will be able to pass out and although many of his close friends feel they know who will be appointed to practically all of them, they admit Mr. Curley may spring several surprises.

John J. Curley, brother of the mayor, is believed to have decided that he doesn't want to go back to his old job as city treasurer. There is keen speculation as to who will be appointed corporation counsel, a position which pays $9000 a year. While Samuel Silverman, former Congressman Joseph F. O'Connell and former Congressman Joseph A. Conry have been mentioned, Asst.-Dist. Atty. Daniel J. Gillen, an ardent Curley worker during the campaign and a prominent Tammanyite, is considered a likely "dark horse" by others.

GLYNN MENTIONED

Theodore A. Glynn has been mentioned to succeed superintendent of markets Daniel H. Rose, but some say the doughty former fire commissioner is not a candidate for the position because he is well intrenched in business.

A position that has not been mentioned often is that of superintendent of supplies held by Frank Rock during the last Curley administration. Rock took an active part in the last campaign. Former Congressman Peter F. Tague, however, has also been mentioned for this berth.

Former city collector William M. McMorrow has been mentioned for his old job to succeed the present collector George H. Johnson. Philip A. Chapman, former secretary to the mayor in the last Curley administration is a certainty in his present position as are City Auditor Rupert S. Carven, Budget Commissioner Charles J. Fox, George E. Phelan, manager of the White fund; Park Commissioner William P. Long and Health Commissioner Francis X. Mahoney. J. Philip O'Connell likewise seems slated for his former position as director of public celebrations.

The inaugural exercises will be at 10 o'clock and will be brief. There will be no frills or unnecessary details. Mayor Curley will hold a reception in the mayor's office shortly after 11 o'clock.

An organ recital by John D. O'Shea will break the monotony of the wait of those who enter the hall when the doors are opened at 9:15. Aside from a few rows of seats on the floor, reserved for the families of the 22 councilmen, provision has been made for the mayor-elect's invited guests upon the platform. All other seats will be available to the public, and a gathering which will far exceed the capacity of the hall is anticipated.

The exercises will be broadcast by stations WNAC and WBZ. Music will be provided by an orchestra directed by William F. Dodge and the soloists, both of whom will lead in the singing of patriotic songs, will be Mrs Marie Murray and Mrs. Rose Zulalian.

The Rev. Fr. James F. Kelly, pastor of the Church of Our Lady of Lourdes at Jamaica Plain, where Mr. Curley worships, will offer the invocation. City Clerk Wilfred J. Doyle will read the

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certificate of election and Mayor-elect Curley will become mayor when he repeats the oath of office which will be administered by Chief Justice Arthur P. Rugg of the supreme court.

After a musical number, Clerk Doyle will certify to the election of the 22 councilmen who will be sworn in by Mayor Curley. The inaugural address will follow. It will be a presentation of municipal affairs consisting of about 6000 words and its delivery is expected to take about 45 minutes.

Immediately following the address the mayor and council will motor to City Hall, where the customary reception will be held in the mayor's office. The council will convene for the purpose of passing necessary loan orders and perhaps to take a ballot for the office of president.

Mayor Curley will meet the council, as a body, for the first time, at a luncheon which will be held at the Parker House. It is probable that he will make his first address, touching upon municipal affairs, and his plans for the year at the luncheon.

When Mayor Curley reaches his office, his secretarial staff will be there to greet him. He will be equipped to transact official business immediately.

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May Ban Play Which Ridicules Boston Mayors and Watch and Ward

After hearing reports that "The Whistling Oyster," a two-act play by former Representative Arthur F Blanchard, ridiculed Boston mayors, the Watch and Ward Society and other institutions, Police Chief John J. McBride of Cambridge declared last night he would read the manuscript and decide wether it is fit for presentation.

The play is scheduled for production late this month at the Laboratory Theatre in Cambridge.

Mayor-elect Richard M. Russell of Cambridge declined to comment on the play last night, saying he preferred to wait until after his inauguration this morning.

The play is described by Hugh William Towne, the producer, as a "daring satire on love, youth, society, politics, censorship and prohibition." The name of the piece is derived from that of a helicopter, supposed to be flown by the heroine, "Patricia, homeliest girl in Yonkers."

One of the outstanding characters of the play is "Big Bill" Slattery, mayor of Boston, made a social climber. In the opening act of the play Mayor Slattery, becoming intoxicated, is found bathing his feet in a garden pond on a North Shore estate at the height of a brilliant society house party.

At a New York party a strip poker game is in progress. Someone is trying to present a copy of "Lady Chatterly's Lover" to the brother of the heroine. He refuses it and one of the girls at the party tears off the wrapper of the book to read to the gathering.

One of the characters explains that when a book is banned in Boston the police procure it and read it; then the mayor peruses it; then the Watch and Ward Society, and finally the "Sneaking Snoopers." By that time, the character explains, the book is in a dilapidated condition.

"Bishop Channing," head of a wealthy Boston church, is another lively character of the play. He dotes on "taking slaps" at Boston mayors. In one part of the play he says, "ex-mayors of Boston should be disenfranchised and should never be allowed to run for higher office."

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MAYOR-ELECT CURLEY

Our municipal elections are theoretically non-partisan; there is no party designation of candidates. Actually, of course, the political, racial, religious and social tides run just as strong as in the old days, but the belief of those who were responsible for our present charter is sound: that we should look on a Mayor not as a Democrat or a Republican, a member of this or that origin or sect, a machine man or a reformer, but as a chief executive devoted to the safeguarding and the promotion of the city. That is a good principle to apply to Mayor-elect Curley this morning. He should be regarded as a Mayor who chances to be a Democrat, not as a Democrat who happens to have become Mayor.

If Boston is to maintain her present position and prestige, and make progress commensurate with that which other cities are making, it will be necessary to obtain a better working arrangement with the surrounding communities. Business men, the Chamber of Commerce and political leaders have pointed that out many times. The arguments in favor of a Greater Boston of some sort are overwhelming. Mayor Nichols has emphasized them time and again, and although he was not able to attain his ideals, his work was not altogether in vain. The people understand the situation today better than ever before.

Mayor-elect Curley is also eager to bring about a Greater Boston, and we hope that he will be able to put on the finishing touches. It won't be an easy undertaking, but he has the ability and the force to accomplish it. The business men of the community have always had confidence in him, and we have no doubt that they are ready to give him something more than perfunctory assistance. A Greater Boston would be not only a greater city commercially and industrially, but a better governed city, a more progressive city, a more liberal city, a better city to live in, a city which would be more dear to everybody.

The good wishes of the people are with Mayor-elect Curley this morning. We wish him a successful administration. He has an opportunity to write his name large in the history of the city, to leave a record which will endure in the minds of the people, and to pass along to his descendants a name in which they may take the utmost pride.

AMERICAN 1/7/30

EXPECT 15,000 AT POLICE BALL

The biggest event on the social calendar for the Boston police is scheduled for tonight when 15,000 are expected to gather at Mechanics Hall for the annual police ball.

Governor Allen and Mayor Curley have been invited along with a host of other celebrities.

Patrolman and Mrs. Daniel J. Leary of the East Dedham st. station will lead the grand march, always the feature event of the police ball. Officer Leary is the outgoing president of the Police Relief Association. Behind him in the line Police Commissioner Wilson and Superintendent Crowley and their escorts will hold places of honor.

GLOBE 1/7/30

CENSOR JOHN CASEY "MUCH IMPROVED"

Had Indigestion Attack Yesterday

City Censor John M. Casey was reported "very much improved this morning" at the Haymarket Relief Station, where he was taken yesterday afternoon suffering from an attack of acute indigestion.

Mr Casey was attended by one of the physicians of the City Health Department who ordered the patient removed to the Relief Station. It is believed that the excitement at City Hall, caused by the change in municipal administration, proved a bit too much for him.

Mr Casey has been employed by the city since 1904. He is about 65 years old and lives at 6 Lorraine st, West Roxbury.

RECORD 1/7/30

Ryan Presents New City Seal to Mayor Curley

William A. Ryan of Linden st., Dorchester, promoter of the "World League of Cities," tendered to Mayor Curley today a gift of a new seal of Boston.

This plaque bears the name "Boston," the dates 1630 and 1930, and the words, "As With Our Names God Be With Us."

Mayor Curley used these words in his address at his inaugural. Ryan also gave to the mayor some 10,000 letters he has received from every little hamlet in the country, praising the Boston Tercentenary plan.

Post 1/6/30

ANXIOUS TO SEE THIRD INAUGURAL

Mrs. Curley Waits for Doctor's O.K. Today—Husband to Take Oath Soon After 10 A. M.

Anxious to see her husband inducted into the office of Mayor for the third time, an event without precedent in Boston's history, Mrs. James M. Curley will be forced to wait until just before the inauguration exercises start, at 10 o'clock this morning, at Symphony Hall, for the decision of her physician.

WEATHER A FACTOR

While Mrs. Curley voiced an intense desire to be present at the inaugural, Dr. Martin J. English, Back Bay specialist, preferred to determine whether this morning's weather conditions would permit the trip between the Curley home on Jamaicaway and Symphony Hall. She did not want to miss this inauguration, for she was there on the platform beside the Mayor-elect at the elaborate ceremonies in 1914 and 1922.

The services today will be short and simple, requiring little more than an hour for the entire programme. By noon the new city government will start the four-year term at City Hall, for at 1:30 o'clock the members of the 1930 City Council are to be the guests of Mr. Curley at the Parker House for luncheon.

Decoration of Symphony Hall for the ceremony was completed early this morning by a corps of workers under the direction of Chairman William P. Long of the Park Commission, who started shortly after 6 o'clock last night.

The stage was dressed in bunting and evergreens. Palms and ferns were used to brighten the interior and clusters of flags of the city, State and nation were installed at prominent points.

Doors Open at 9:15

The doors will be opened to the public at 9:15 o'clock this morning with a staff of more than 50 escorts on duty in charge of Chief Usher Charles F. Rogan of Brighton. As there are only 2681 seats on the main floor and the balconies, the exercises will be broadcast by two radio stations, WNAC and WBZ. In the event that Mrs. Curley cannot attend, she will listen in on the radio broadcast.

The only regular seats that have been reserved are the front rows on the main floor, which have been set apart for the families of the 22 men who will take the oath of City Councillors today to serve for 1930-'31.

The stage seats will be reserved for about 100 representatives of the leading organizations in the city, including the G. A. R., American Legion, Veterans of Foreign Wars, United Spanish War Veterans, with their auxiliaries, the Chamber of Commerce, Boston Real Estate Exchange, Massachusetts Real Estate Exchange, the army, the navy and the marine corps.

Three Ex-Mayors

Mayor Nichols, with former Mayors John F. Fitzgerald, Andrew J. Peters and Daniel A. Whelton, the present and former members of the Boston delegation to Congress, members of the school committee and Chairman Frank A. Goodwin of the Finance Commission, are among the other guests for whom seats have been reserved on the platform.

Preceding the inauguration ceremonies, John A. O'Shea will give an organ recital, starting at 9:45 o'clock. This will comprise George E. Whitney's "Sonata," Mendelssohn's "Melody," Jules Grison's "Offertory of a Festival Day," and Elgar's "Pomp and Circumstances."

Precisely at 10, the processional march will start. As the organ sounds the first notes of Gounod's "Marche Militaire," Mayor-elect Curley with his official escort will proceed to the centre of the stage from the left wing.

City Clerk Wilfred J. Doyle and City Messenger Edward J. Leary with his official mace, will precede Mayor-elect Curley, accompanied by his pastor, the Rev. James F. Kelly of Our Lady of Lourdes Church, Jamaica Plain. Behind them will come Chief Justice Arthur P. Rugg of the Supreme Judicial Court, escorted by Sheriff John A. Keliher, followed by the 22 members of the new City Council.

At this point, Mrs. Marie Murray, contralto, will sing "America," assisted by the organ and the People's Symphony Orchestra, William Dodge conducting, and the audience joining in the chorus.

Invocation by Father Kelly

Following the music, the Rev. Father Kelly will pronounce the invocation, and City Clerk Doyle will read the certificate of election, recording the election of James M. Curley by a plurality of over 20,000 votes.

Chief Justice Rugg will then administer the oath of office, marking the start of the third Curley administration and the official conclusion of Mayor Nichols' term. After an orchestral selection, Victor Herbert's "American Fantasy," the city clerk will read the certificate of election of the 22 members of the City Council, who will be immediately inducted into office by Mayor Curley.

This function will be followed by more music with the orchestra playing Lucius Hosmer's "Northern Rhapsody," before the main feature of the programme, the inaugural address, in which the incoming Mayor will outline his policies for the next four years at City Hall.

The inaugural address will be exceptionally short this year, somewhat less than 6000 words, and it is expected that the Mayor-elect will deliver it within 40 minutes. At the conclusion of the address, Mrs. Rose Zulalian, contralto, will sing the national anthem, accompanied by the orchestra and organ, and the audience on the chorus. For the recessional march, the organist will play Dubois "Laus Deo," as the new Mayor and his suite leave for City Hall.

Reception at City Hall

At City Hall, Mr. Curley will hold a reception in the Mayor's office, as the new City Council convenes upstairs in an effort to elect a new president, with Councillor Joseph P. Cox of West Roxbury, presiding by virtue of his seniority in age.

It was reported last night that Mayor-elect Curley will find a number of resignations on his desk when he takes over the office today. Among the members of Mayor Nichols' cabinet who have been making preparations to make way for their successors are Corporation Counsel Frank S. Deland, City Treasurer Frank L. Brier, Public Works Commissioner James H. Sullivan, Director of Public Celebrations George H. Johnson, Soldiers' Relief Commissioner John W. Reth, Sinking Funds Commissioner Eliot Wadsworth, Park Commissioner Charles H. Innes, Institutions Commissioner William S. Kinney and Superintendent of Supplies Herbert S. Frost.

Just how many resignations the new Mayor plans to accept and how many others he intends to demand, Mr. Curley would not say last night, indicating that the make-up of his own cabinet was not definitely decided at the moment.

It is generally agreed among the Mayor-elect's close friends and political associates that Edward F. McLaughlin will be named fire commissioner, Edmund L. Dolan, chairman of the Sinking Funds Commission; Captain John J. Lydon, soldiers' relief commissioner; Joseph A. Rourke, public works commissioner, and Frank J. Brennan, city treasurer.

CURLEY PICTURE GIVEN "BLACK EYE"

A large picture of James M. Curley received a "black eye" in transit to Symphony Hall, where it is to hang for the inaugural exercises. The dent in the back of the canvas was discovered last night. Some one wet the picture down with a sponge, but that appeared to make it all the worse. In about half an hour, while there were many conferences as to what was best to do, the canvas became dry again and the dent disappeared.

HERALD 1/5/30

H 1/5

By JOHN E. PEMBER

What is the Tercentenary?
What are we celebrating?
Why do we celebrate it?
How will we celebrate it?
Well—

The Tercentenary commemorates first and foremost:

The 300th anniversary of the establishment of Massachusetts as a self-governing commonwealth; of the founding of the Massachusetts Bay Colony by the Puritans, led by Gov. John Winthrop;

The 300th anniversary of the setting up of the General Court—the present Legislature of Massachusetts—one of the oldest legislative bodies of the nations of the world;

The 300th anniversary of the following-named towns and cities: Boston, Charlestown, Medford, Watertown, Roxbury, Newton, Dorchester, Cambridge and Brookline, each of which—with 300 others—is to have a local celebration.

Ideally, the Tercentenary commemorates the Birth of Liberty on this continent, one of the great trio of outstanding events in the nation's history, the other two being the discovery of the New World by Columbus in 1492, and the other the Declaration of Independence in 1776.

ANNIVERSARY OF PURITANS' ARRIVAL ON THE ARBELLA

This year we celebrate, as a state, the coming to these shores of that "godly company" of adventurers, on the Arbella and her consorts, bringing with them the charter, now preserved at the State House, which they guarded so jealously as the very foundation stone of their liberties.

These men and women were the first-comers of that astonishing "great migration" of the Puritans, which brought 20,000 of them to New England in 20 years—merchants, farmers, ministers, doctors, lawyers, soldiers, artisans, clerks, all sorts and conditions of men, for the most part well-to-do and educated—all inspired with the same zeal to carve out for themselves homes in the new country where they could live and carry on free from the harassing restrictions of their native land.

Right here the general reader must again be reminded that they were not identical with the Pilgrims who had settled at Plymouth 10 years previously. The little band who came on the Mayflower were an entirely different lot from those led by Winthrop and his associates of the Massachusetts Bay Colony, although, as was natural, the two communities later amalgamated to form the state of Massachusetts. The Pilgrims sought primarily religious freedom. They were godly and righteous men, and imperialism had no part in their program.

The anniversary will be observed—in fact, its celebration has already begun—in a manner and on a scale fitting to commemorate one of the most important events in all our history.

IMPRESSIVE PROGRAM OF WORLD-WIDE SIGNIFICANCE

An elaborate and impressive program, of world-wide magnitude and significance, the fruit of three years' intensive



PROF. JOSEPH H. BEALE,
Chairman Massachusetts Bay conference, organization of participating cities and towns.

preparation, is being arranged which will render this year 1930 forever notable on our national chronicle. When the bells pealed in a hundred steeples at noon on Jan. 1 the sound ishered in a memorable series of events, whose theatre will extend from the Merrimac river to the Connecticut boundary and from Cape Cod to the Berkshires, and which will continue until the sun drops below the horizon on the last day of next December.

To bring about the adequate celebration of the Tercentenary—first proposed by Ralph Adams Cram—three civic bodies have been organized, each with its individual work in the whole scheme:

The state commission, headed by the Hon. Herbert Parker, former attorney-general, has been given general authority by the Legislature "to devise plans for the participation of the commonwealth in the celebration," and to consider a permanent memorial. The commission has an appropriation of $100,000 at its disposal.

The "Massachusetts Bay Tercentenary, Inc."—an awkward and unhandy name for the "Citizehs' General Committee"—is the promotion organization that plans the celebration as a whole. John Jackson Walsh is its acting president, and Albert R. Rogers executive director. So far this committee has raised its own funds by public subscriptions. Patriotic givers have contributed $40,000. A huge publicity campaign to raise $500,000 will shortly be launched.

COMMUNITIES ORGANIZED, PROF. BEALE PRESIDENT

The Massachusetts Bay Tercentenary conference, of which Prof. Joseph H. Beale of Cambridge is president, is an organization of the various Massachusetts communities participating in the state-wide observance.

A fourth body, not yet in being, awaits the induction of Mayor-elect Curley into office. It will direct the part the city of Boston will take in the celebration—a most important factor, which, as yet, has not taken definite shape, although a vast amount of preliminary work has been accomplished.

A wide-flung system of publicity committees has been organized, in practically every city of importance in the United States as well as abroad, to "sell" the Tercentenary and to bring visitors to the state this year. Former Massachusetts people and men and women who are linked to this commonwealth in some form or other, constitute these committees. The report is that they are all active and enthusiastic.

Ten million visitors, it is confidently expected, will come to Massachusetts as a result of the intensive and effective promotion program that has been initiated by this means.

ENORMOUS STAGE IN FRONT OF STATE HOUSE

The great outstanding event on the state program, the details of which are now in preparation but which, on account of its very magnitude, will require many month's work to bring into being, is the Commonwealth's own commemorative meeting, to be held July 15—the approximate date—on an enormous outdoor stage or platform, that will be built along the whole Beacon street front of the State house.

This auditorium, projected on a scheme of magnificent distances, will be embellished with every device and effect that architecture employs, an interpretation in building design and materials in the true spirit of the Tercentenary. The flags and blazonry of the guest-nations will blend with the whole sumptuous decorative scheme. It will seat 4000 persons.

The main features of this affair practically assure a program so stately, so elaborate, so rich in color, and on such a scale of grandeur that those whose minds are attuned to such cadences have not hesitated to declare those splendors comparable to those of the Field and the Cloth of Gold, where Henry VIII of England and Francis I of France met under circumstances of such gorgeous magnificence that the gathering became one of the high lights of history.

It is expectedt hat the President of the United States and his cabinet, members of Congress, Governors of states and noted men from all over the country will attend. It is probable that the nations of the earth will be represented by their ambassadors and ministers, in the full regalia of their office, who will make a glittering spectacle. Educators

HERALD 1/5/30

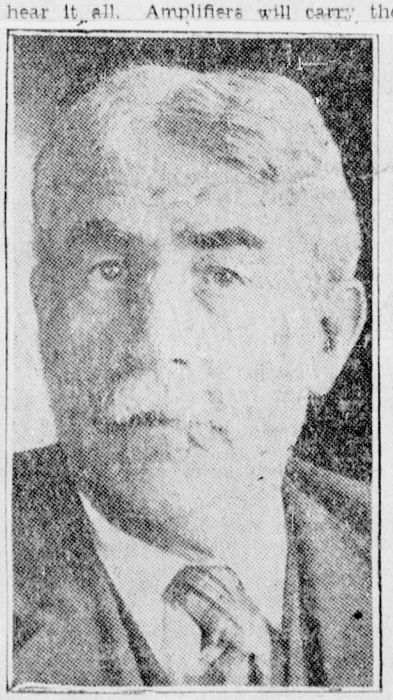
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and scholars in academic robes from all over the world will add luster to the scene.

DISTINGUISHED ENGLISHMAN PRINCIPAL ORATOR

The principal orator of the occasion will be a distinguished Englishman, the Rt. Hon. Herbert Albert Laurens Fisher, warden of New College, Oxford, former member of Parliament, noted scholar and author. He has accepted the state's formal invitation to be here. There will be other speakers, of course, and singers and instrumentalists of international fame have been invited to participate.

These proceedings will be transmitted by radio, literally to the ends of the earth, as far as the wireless waves can be projected; so that millions of people, even in Australia, in South Africa, in Europe and Asia, will be able to hear it all. Amplifiers will carry the



HON. HERBERT PARKER, Chairman state Tercentenary commission.

words of the speakers all over the Common, so that the many thousands of visitors will miss nothing.

Emblematic of the peace which prevails throughout the earth, every nation will be invited to send a naval vessel to Boston, and it is anticipated that the greatest international fleet of battleships, flying the flags of every country on the globe, will anchor in Boston harbor. It is proposed that the landing parties from the ships, escorted by United States and Massachusetts troops, shall march up State street—historic old King street—to the Common, for a review.

In connection with this naval demonstration a gigantic maritime carnival, extending over days, is contemplated.

SALEM PREPARING FOR SPECTACULAR PAGEANT

Next in importance to the exercises before the State House, and of as great, if not greater, popular interest, will be the spectacular pageant at Salem on June 12, the anniversary of Winthrop's landing.

This affair will be on a vast scale. A model of the Arbella, first of the Puritan fleet to arrive, will be anchored in the harbor. From her Gov. Winthrop, attended by his elders and councillors, and bearing a replica of the precious charter, will be rowed ashore in state. They will be met by citizens in Puritan costume, representing the 300 white people who had already established themselves in the vicinity. It must be remembered that Winthrop and his people did not settle in an absolutely unknown wilderness, as did the Pilgrims at Plymouth. They knew whither they were bound, and had well-defined plans of settlement before they set sail from England.

Besides the select 300 who will welcome the new arrivals, there will be several thousand other citizens, in appropriate costumes, and the scene will be set as nearly as possible as it was on that historic date. After the ceremonies the charter will be conveyed to Boston and deposited at the State House.

A magnificent cavalcade, with emblematic floats and representatives of all ranks of life in the new colony, will escort the charter over the road to Boston, traversing eight cities and towns, each of which will receive it at the border and transmit it to the next with suitable ceremonies and demonstrations.

This will be the principal piece of pageantry in the celebration, but there will be plenty of others. In fact, pageants will be the rule everywhere. One has already been held in Somerville, and others are in preparation in such widely separated places as Worcester, Newton, Medford, Cambridge, Watertown, Pittsfield, Northfield, Springfield, Nantucket, Plymouth, Westboro, Lowell, Waltham, Haverhill, Newburyport, Holyoke, Quincy, Billerica, Roxbury and Revere. Probably there will be others, for the year is young yet and many communities are still in the "talking it up" stage.

WATER SHOW ON CHARLES AT WATERTOWN

Some of these pageants will be especially notable. Watertown is working on one which includes a water show on the Charles river. The Cambridge show will be held in the Harvard stadium. Revere plans an Atlantic carnival. Plymouth is preparing for a "Pilgrim's Progress Processional" every Friday during July and August, elaborately and sumptuously mounted.

Processions, parades, pageants! There will be no end of them. It seems as though every town and city in Massachusetts is planning something of the sort.

In Boston, for instance, it is proposed to hold a great "Transportation Parade" illustrative of the giant advance made in the course of three centuries in transportation. In the lead will be the Indians and early settlers, afoot, in moccasins and jack boots. Other Indians will ride their ponies—it has been ascertained that they had horses at a much earlier period in the country's history than was supposed—while squaws and pappooses journey in the "travois" dragged behind on the tent-poles.

Ox-teams will pace the streets at a majestic two miles an hour. Colonial dames will ride on pillions behind their liege lords a-horseback. Chaises and stage coaches will rumble clumsily by, followed by buckboards and buggies. We will be shown representatives of the earliest railroad trains: wood-burning engines with flaring "stacks" and "coaches" built in imitation of the stage vehicles, and behind them models of the giant locomotives that pull the "Twentieth Century Limited" and the "Minute Man," with their strings of glittering Pullmans.

AIRCRAFT OF ALL ERAS IN MODELS ON FLOATS

After them will trundle the automobiles from the first funny "horseless carriages," feeble and noisy, to the up-to-date chariots of today and the luxurious "busses" of the through lines. Lastly, on floats, we shall behold models of the aircraft of all eras, concluding with the mighty cabined creation that is capable of spanning a continent in a few hours.

In May comes the parade of the Colonial Legion, made up of the gorgeously-caparisoned members of the Ancients, the Governor's Foot Guards, the Putnam Phalanx, the New York Seventh Regiment Association, and a dozen other military companies of the same order, whose uniforms and accoutrements will dazzle the eye.

Following this will be a grand review and parade of the national guard of Massachusetts, in Boston, a big military show.

In September, the American Legion will hold its national convention in Boston, and its grand parade will be associated with the Tercentenary observance

A noteworthy series of church services is planned, with addresses by the leading ministers of the country. In several places reproductions of Puritan "meeting houses" are planned, with the elders and their women folk keeping warm by means of footstoves, while the elders in gowns and bands expound the gospel down to "seventeenthly," "one word more," and "in conclusion." Songs in "long meter" from the Pilgrim Psalm book will be intoned, and vigilant tything men, with their staves will tickle the somnolent into wakefulness and attention, and rap obstreperous youth into some semblance of good behavior.

HERALD 7/5/30

Pontd 2

PURITAN PROTOTYPES WILL STROLL STREETS

All sorts of quaint and delightful things are promised, to remind us and the stranger within our gates of the occasion and of the community which passed from the stage centuries ago.

Men and women, attired in costumes of the Puritan times, will walk the streets of Boston and other cities. The dresses will be historically correct and vouched for as such by sharp-eyed experts before they are exhibited to the public. Strolling on Tremont street, you will be very apt to meet Gov. John Winthrop himself, in his cloak, breeches and ruff; the Rev. Cotton Mather, in gown and bands; Mistress Anne Hutchinson, that determined lady who was such a thorn in the flesh of the early New England divines; John Harvard, in his sober scholar's garb; Elder Brewster, Deacon Chapin, and even Capt. Miles Standish, with his armor clanking, and maybe John Alden and Priscilla moving demurely side-by-side amid the rushing throng.

You will meet them in restaurants and at other places of resort, in church or at the theatre—living memorials of what our forefathers and foremothers looked like when they walked the streets of Boston in the flesh.

On the Common will be set up an exact reproduction of the stocks in which offenders against the law were put, the object of scorn and derision on the part of the godly. To complete the realism of the spectacle, volunteers will agree to exemplify the workings of this instrument of punishment and sit there, hands and feet securely fastened, as an example to the ill-disposed and wicked ones who, history assures us, were not entirely absent from the Puritan town.

DUCKING STOOL WILL BE IN OPERATION AT FROG POND

Even more interesting will be the "ducking stool" to be set up on the shores of the Frog pond, the instrument whereby "scolds" and women too free with their tongues, were "ducked" by immersion at the end of a teetering plank to cure them of the detested habit.

Mrs. E. H. Marshall, a middle-aged matron of Dark Harbor, Me., has already written the committee, asking that she may have the distinction of being the first "duckee" on this machine, and her request will probably be granted. It is anticipated that there will be plenty of volunteers for the privilege of being "ducked" in this way—a privilege which was far from being welcome in early colonial days.

It cannot be too strongly emphasized that this is not a Boston affair, a sort of glorified, local "World's Fair." It is a celebration in which the whole State of Massachusetts is taking part. At least 150 towns have already agreed to help celebrate. More than 100 programs of the first order of importance are now being arranged, with as many more in the preliminary stage.



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RECORD 1/6/30

Forward Again



Let us not say that James Michael Curley, who is inaugurated today as mayor of Boston, is "back again" at the throttle of the municipal administration engine.

Let us rather view it as "Forward Again." Is it not more appropriate? Nobody associates the word "back" with James Michael Curley.

The DAILY RECORD views today's inaugural proceedings with especial satisfaction. Thursday, Oct. 31, 1929, five days before city election, this newspaper printed an editorial indorsing the Curley candidacy. The editorial referred to accomplishments of previous Curley administrations. Then it asked the voters:

> "There are bigger things to come, many of them. Whom will you have to handle them, an able man of no experience, a good man with no experience, or a good man with a record of eight successful years in the same job?"

Election day the case went to the great jury of voters. The verdict was the election of Mr. Curley as mayor by a plurality of nearly 20,000 votes over his nearest competitor. The electorate chose the man of experience, the man to whom they felt they could best trust the management of the big municipal problems of the next four years.

Well, therefore, may the heart of James Michael Curley swell with pride when he steps forth upon the platform in Symphony Hall to take the great oath of office which he has taken twice before. The occasion will be tribute to him as a man and as a municipal administrator of proved worth.

The inaugural message to be delivered today by the voters' choice will be a vital document. Indication of the Curley plans for Boston has already been given in his after-election statement regarding commercial and industrial expansion of Boston. A trenchant paragraph in that statement ran:

Contd RECORD 1/6/30

"We must plan for fifty years from now. Our airport, our harbor facilities, our streets and buildings, the very trees in our parks, must be considered in the light of the future development of the city."

Today we shall hear in more detail and emphasis the plans of our "Forward Again" mayor and his administrative intentions.

It is a big job, a hard job, this being mayor of Boston the way a man should be mayor. That James Michael Curley will hurl himself into this job with every ounce of the splendid ability and energy with which he is endowed the public well knows.

Let him have willing and constructive support from the public. And let it be borne in mind and in this, the very hour of his political triumph, Mayor-elect Curley has a personal burden—one of those from which none of us can at times escape—in the illness of the splendid woman who has been his true helpmate through the years of his manhood.

HERALD 1/5/30

SEEKS PRESIDENCY

Edward M. Gallagher Believed Democratic Choice as Council Head

Aspirants for the presidency of the city council of 1930, who include nearly all of the 22 members, claimed to perceive indications yesterday of a coalition of Democratic leaders in support of the candidacy of Edward M. Gallagher of ward 22.

It was said that Sheriff Keliher, ex-Mayor Fitzgerald, Chairman Henry E. Lawler of the Democratic city committee and others have been quietly active in behalf of Gallagher and that Mayor-elect Curley's neutrality has not been so religiously preserved as to be any barrier to the attainment of victory by Gallagher.

Gallagher is one of the three candidates who appear to be leading the contest. The others are William G. Lynch of South Boston and Joseph F. McGrath of Dorchester, who returns to the council tomorrow after an absence of two years.

Lynch and McGrath were considered the likely aspirants until Senator Ward caused an argument by asking support for Gallagher. Ward did not say that he was the emissary of Mayor-elect Curley but his intimacy with him forced the suspicion that Curley was not viewing the candidacy of Gallagher unfavorably.

Significance is attached to the prominence of Patrick Anglin, a court officer, and a member of the Keliher machine, at the Gallagher banquet last week and it was pointed out yesterday that there has been an intimate political relationship between the South Boston Democrats, led by Councilmen Lynch and Mahoney, and the Keliher machine. Observers agreed that unless there has been a pact made Keliher would not express preference for Gallagher over Lynch and the predictions based upon observations point to the ultimate support of Gallagher by Lynch and Mahoney.

How Fitzgerald and Lawler have entered into the presidency battle was not explained but disappointed candidates charged them with activity designed to be helpful to Gallagher. The latter's friends believe that he is a potential mayoralty candidate who may be successfully developed into a formidable aspirant in 1933.

It is possible that a ballot may be taken at tomorrow's meeting but there is no prospect that a selection will be made until there are numerous shifts of votes. Political friends of Mr. Curley denied last night that he was even mildly interested in the contest and they expressed the belief that because of the number of candidates, weeks may elapse before a president is elected.

RECORD 1/6/30

CURLEY MAYOR AGAIN TODAY

Mayor-elect James M. Curley will be inaugurated mayor of Boston for the third time today and eight other mayors will be ushered into office in as many Greater Boston cities.

The exercises will range from Jeffersonian simplicity at Symphony hall, where Curley takes the oath of office, to colorful exercises in Cambridge, where Richard M. Russell succeeds Edward Quinn as mayor, winding up with an inaugural ball.

It is not definitely known whether Mrs. Mary Curley will be able to attend the brief ceremonies marking the third inaugural of her husband.



J. J. Murphy

Rev. James F. Kelley, pastor of Our Lady of Lourdes Church, Jamaica Plain, will deliver the invocation, and the oath of office will be administered by Chief Justice Arthur P. Rugg of the Supreme court.

Possibly the only thing of an unusual nature in the exercises will be the recommendations in Curley's inaugural address, some of which are said to be drastic, and his appointment of heads of various departments.

GUESSING ABOUT JOBS

Ex-City Councillor Edward F. McLaughlin is being mentioned as fire commissioner to succeed Eugene F. Hultman, and with the decline of John J. Curley, brother of the mayor-elect, to serve as city treasurer this berth is said to be awaiting Frank J. Brennan, treasurer of the Curley campaign committee. However, Curley is keeping his own counsel about appointments.

Curley Inaugural on Both WNAC and WBZ

The administering of the oath of office to Mayor James M. Curley, and his inaugural address immediately following will furnish a special broadcasting programme through both WNAC and WBZ-WBZA next Monday morning.

Starting at 10 a. m. with the Processional March played by the orchestra the programme will extend through 11:15. The invocation will be given by the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, after which City Clerk Wilfred H. Doyle will read the certificate of election of the Mayor.

Chief Justice Arthur Prentice Rugg of the Supreme Judicial Court of Massachusetts will administer the oath of office and following the rendition of "American Fantasia" by the People's Symphony Orchestra under the direction of William Dodge, Mayor Curley will administer the oath to the members of the City Council.

GLOBE 1/5/30

CURLEY TO BECOME MAYOR TOMORROW

2000 to Attend Ceremony of Inauguration Here

First Appointments to City Posts Expected Within Few Days

Mayor-elect Curley will become Mayor of Boston in fact about 10:25 tomorrow morning the moment after Chief Justice Arthur P. Rugg of the Supreme Judicial Court administers to him the oath of office, in inaugural exercises at Symphony Hall, beginning at 10.

Representatives of Nation, State and city will witness the ceremony, as will some 2000 citizens to whom invitations have been sent. The Curley family is hopeful that Mrs Curley herself can attend the exercises by which her husband will be inducted into the Mayoralty for his third term.

90-Minute Program

The program will have been completed in some 90 minutes, it is estimated. Then the Mayor and his party will ride in automobiles to City Hall, where he will enter upon another four-year term in an office which he already has held through eight years, or longer than any predecessor.

Here, amid the usual profusion of floral remembrances, he will give a reception, and "open house" will prevail at the Mayor's office probably through the early part of the afternoon.

The Symphony Hall program:

Organ Selections
Processional March, "Marche Militaire"
Selection, "America"
Marie Murray, Contralto
Invocation
Rev James F. Kelly
Pastor of Our Lady of Lourdes Church, Jamaica Plain
Reading Certificate of Election of the Mayor
Wilfred J. Doyle, City Clerk
Oath to the Mayor
Administered by Hon Arthur P. Rugg
Chief Justice of the Supreme Judicial Court of Massachusetts
Orchestral Selection, "American Fantasia"
Members of People's Symphony Orchestra
William Dodge, Conductor
Reading Certificate of Election of City Councilors
City Clerk Doyle
Oath to City Councilors
Administered by Mayor Curley
Selection, "Northern Rhapsody"
Members of People's Symphony Orchestra
The Inaugural Address
Mayor Curley
Postlude, "Star Spangled Banner"
Rose Zulalian, Contralto
Organ Recessional, "Laus Deo"

Names of Aids Unknown

Very few there are who know fully the identity of the personnel of the official family with which Mr Curley will surround himself within a month or two after taking office. There are three or four seemingly obvious appointments upon which the gossips are unanimously agreed.

The whole roster for the major offices has been pretty well decided upon by Mr Curley in conferences he has held almost daily since the election, in a Parker House suite. But the names of the lucky ones have been closely guarded, because to let them become known would inevitably invite efforts to smash the slate.

Mr Curley will have in hand early this week the resignations of at least a dozen men who have held well-paid jobs through the Nichols administration. Beginning on Tuesday, he will begin to submit to Civil Service the names of his own nominees for these posts, in batches of two or three during the next month or so. The incumbents will hold over until their successors have been certified, within a month of their nomination to Civil Service.

The members of the City Council will repair to City Hall immediately after the inaugural exercises, and move through the preliminaries toward permanent organization. Before the meeting adjourns, there will doubtless be balloting for the Council presidency. There are two foremost candidates, according to the gossip, William G. Lynch and Joseph McGrath. The Council will formally organize after a president is elected.

GLOBE 1/5/30

REFUSES TO TRANSFER CLERKS FOR NICHOLS

Civil Service Board Also Denies Devir's Request

Requests of Mayor Nichols of Boston and Mayor Devir of Malden for the transfer of certain employes to other branches of the service in their respective municipalities were not acted upon by the State Civil Service Commission yesterday because of lack of authority.

Mayor Nichols spent a half-hour with the commission considering the cases of five young women he sought to have transferred from his office to other departments under civil service for which there are competitive examinations. Mayor Devir of Malden sought authority to transfer his secretary to a vacant clerkship in the Board of Health.

Commissioner Elliott H. Goodwin gave out this statement:

"The commission conferred with Asst Atty Gen Lovejoy and thereafter it was voted that the Mayor of Boston and the Mayor of Malden be informed that the commission is without authority to approve the appointments requested."

It was announced yesterday by the commission that with no available list the Boston School Committee had requested the appointment of Patrick F. X. Nagle as assistant schoolhouse custodian and that the commission had voted to allow this appointment by non-competitive examination. Mr Nagle is a war veteran.

GLOBE 1/5/30

Inaugural of Mayor Curley Over WNAC

The administration of the oath of office to Mayor James M. Curley and his inaugural address immediately following will be broadcast over WNAC tomorrow morning direct from Symphony Hall.

Starting at 10 a m with the "Processional March," played by the People's Symphony Orchestra, the program will extend through 11:15. The invocation will be given by Rev James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, after which City Clerk Wilfred H. Doyle will read the certificate of election of the Mayor.

Chief Justice Arthur Prentice Rugg of the Supreme Court will administer the oath of office, and following the rendition of "American Fantasia" by the orchestra, Mayor Curley will administer the oath to the members of the City Council.

GLOBE 1/5/30

DISCUSS PROPOSED SCHOOL LEGISLATION

State Superintendents' Association Meets

No Agreement on Athletic Finances or Extension of School Age

With officials of the Department of Education present, the Massachusetts School Superintendents' Association held a luncheon-meeting at the University Club yesterday, to consider pending legislation having to do with education. More than 60 were in attendance.

After considerable discussion of legislation having to do with the financing of athletics and the proposal to extend the compulsory school age in the State, during which no agreement was reached, the problems were referred to the Legislative Committee of the Association, which will hold a meeting later.

Theodore Waddell, director of accounts at the State House, speaking on the financing of athletics, was of the opinion that all moneys expended by any city department should come from the city treasury; that all receipts should be placed in the city treasury, and that all expenditures should be made under the authority of the School Committee.

Senator Davis, chairman of the special legislative commission on the extension of school requirements, gave a report for that commission.

Plans are being made by the association for the trip to Atlantic City for the annual convention of the department of superintendence of the National Education Association, Feb 22-27.

It is believed that at least 150 superintendents from New England will go to the convention by special train, which will leave here Saturday, Feb 22. They will return the following Thursday night or Friday morning.

Many others will travel to Atlantic City individually.

GLOBE 1/5/30

MRS JAMES M. CURLEY'S LATEST PHOTOGRAPH



AGAIN TAKES OFFICE AS MAYOR TOMORROW



JAMES M. CURLEY

Post 1/5/30

M'LAUGHLIN PICKED AS FIRE HEAD

Believed Curley Will Name Him for Job on Monday

BROTHER DECLINES TO BE TREASURER AGAIN

Mayor-Elect Keeping Hopefuls on the Anxious Seat

INAUGURALS IN OTHER CITIES TOMORROW

Cambridge, City Hall, 10 a. m.
Waltham, City Hall, 10 a. m.
Quincy, City Hall, 10 a. m.
Chelsea, High School, 8 p. m.
Malden, Beebe Junior High, 8 p. m.
Somerville, High School, 8 p. m.

Mayor-elect Curley, with a new City Council of 22 members, will take over the city government tomorrow, following short and simple inauguration exercises at Symphony Hall, starting at 10 o'clock.

It was generally believed yesterday that Fire Commissioner Hultman will be replaced by Edward F. McLaughlin under the Curley administration. Mr. Curley said recently the first thing he would do on assuming office would be to replace Hultman.

The Mayor-elect's brother, John J. Curley, has declined to accept his former post of city treasurer, it was learned. This leaves open a $9000 berth. It is probable Mayor Curley will select Frank J. Brennan, his campaign fund treasurer, for this post.

The ceremonies will require little more than an hour to conclude officially the term of Mayor Nichols and to install his successor in office for a third administration of four years.

IN CITY HALL BY NOON

By noon the new Mayor will be back in City Hall organizing his cabinet, while the Council convenes to elect a president.

The Mayor-elect has largely kept his own counsel regarding the appointments he plans to make. With a few exceptions he has not informed his proposed appointees of his choice. Similarly, he has not lifted a hand to elect a Council president. The Mayor-elect has indicated that he will not interfere with the election, though it is conceded that he might have the president he would want by merely naming him. As a result, there are no less than six candidates for the job.

Up to last night the only definite information regarding the entire programme was found in the order of exercises prepared for the inauguration by J. Philip O'Connell, director of public celebrations in the last Curley administration and slated to hold the same post in the next.

Inaugural Address

The chief feature of the Symphony Hall services will be Mayor-elect Curley's inaugural address, in which he will outline his programme for the next four years. The address will be less than 6000 words long and in it the Mayor will take up many of his campaign promises as well as other forceful recommendations for the development of the city.

Preceding the inaugural, an organ recital will be presented by John A. O'Shea for the 2681 first-comers to secure the capacity seats in the hall. The doors will be opened at 9:15 to the public, as the only seats that will be reserved are the first few rows for the families of the 22 City Councillors and the stage for delegations representing the army, navy, veterans organizations, civic bodies, Chamber of Commerce, labor and other groups. Mayor Nichols, former Mayors John F. Fitzgerald and Andrew J. Peters and the Boston delegation in Congress will also have seats on the stage.

As the Peoples' Symphony Orchestra, William Dodge conducting, starts the "Marche Militaire," the procession will start down the centre aisle to the stage. There the Rev. James F. Kelly, pastor of Our Lady of Lourdes' Church, Jamaica Plain, the home church of the Curley family, will pronounce the invocation.

Rugg to Administer Oath

City Clerk Wilfred J. Doyle will then read the certificate of election just before Chief Justice Arthur P. Rugg, of the Supreme Court, administers the oath of office to the Mayor-elect.

The certificate of election of the City Council will then be read by the city clerk and, as Mayor, Mr. Curley will administer the oath to the 22 members who will form the legislative branch of the city government during his first two years.

After the exercises, which will be broadcast by two radio stations, WBZ and WNAC, the newly-elected city government will proceed to City Hall to start work. They will have less than two hours to organize before the new Councillors adjourn to the Parker House as the luncheon guests of Mayor-elect Curley.

Councillor-elect Joseph P. Cox of West Roxbury will preside when the Council convenes for its first meeting tomorrow, and he will continue to hold the chair until his colleagues elect a permanent president for a year's term. Under the charter, the oldest member presides in the absence of the president. The new representative from Ward 20 in the city government is 53.

Presidential Candidates

Councillor Edward M. Gallagher of Brighton, who is a year younger, is a candidate for the presidency who has attracted warm support, as have Councillor William G. Lynch of South Boston and Councillor-elect Joseph McGrath of Dorchester, who were active in the mayoralty campaign. Councillor John F. Dowd of Roxbury, who served on the secretarial staff during the last Curley administration, is also eligible with three terms in the Council. Unless the Mayor-elect offers a word of endorsement for one of the candidates, it is likely that the Council may ballot for a month before organizing, as it did last year.

Last night the Mayor-elect insisted that he would keep his hands off the presidency, as he deliberated on the make-up of his cabinet of department heads.

McLaughlin for Fire Head

Edmund L. Dolan will succeed Eliot Wadsworth as chairman of the Sinking Fund Commission, Joseph A. Rourke will take the place of Public Works Commissioner James H. Sullivan, and Captain John J. Lydon will fill the berth now occupied by Soldiers Relief Commissioner John W. Reth, unless the Mayor-elect changes his mind before tomorrow noon.

Others who will sit around the cabinet table in the next Curley administration are City Auditor Rupert S. Carven, Budget Commissioner Charles J. Fox, Penal Institutions Commissioner Philip A. Chapman, Superintendent of Public Buildings John P. Englert, City Clerk Wilfred J. Doyle, Director of Public Celebrations J. Philip O'Connell, Manager George E. Phelan of the White fund, Health Commissioner Francis X. Mahoney, Park Commissioner William P. Long, Street Commissioners Thomas J. Hurley, John J. O'Callaghan and Major Charles T. Harding, Transit Commissioner Thomas F. Sullivan, Assessors Edward T. Kelly and Neal J. Holland, Election Commissioners Frank Selberlich and James J. Mulvey, Statistics Chairman James P. Balfe, Printing Superintendent William J. Casey, Superintendent of Markets Daniel H. Rose and City Registrar Edward W. McGlenen, according to the best reports last night.

Brother Declines Post

The $9000-job of corporation counsel has not been settled yet. Former Congressman Joseph F. O'Connell, who was leading the list, has declined to give up his private law practice. Assistant Corporation Counsel Samuel Silverman and former Congressman Joseph A. Conry, who served as Russian counsel here, are most prominently mentioned.

Former Congressman Peter F. Tague, former Senator James E. Maguire, former Schoolhouse Commissioner Joseph P. Lomasney and President Henry E. Lawler of the Democratic city committee have been reported as appointees to several important posts, but the Mayor-elect has indicated that he will keep his appointments to himself at least until he reaches City Hall tomorrow noon, and probably longer.

HERALD 1/5/30

CURLEY TO TAKE OATH TOMORROW

Symphony Hall Exercises At 10—Third Term for Mayor-Elect

James Michael Curley will become mayor of Boston for the third time tomorrow. Unlike previous inaugurations in 1914 and 1922, the exercises incident to his formal assumption of control of the municipal government will be brief and unostentatious.

Symphony hall will be the scene of the inauguration at 10 A. M., and the reading of the mayor's inaugural address, which includes about 6000 words, will occupy most of the 75 minutes set for the induction of the mayor and city councilmen.

There will be only a show of formality because Mr. Curley is insistent that the exercises be as simple as is consistent with the dignity of the office which he will hold until January, 1935, and which he has previously held from 1914 to 1918 and from 1922 to 1926.

Mr. Curley's guests at the inaugural will be comparatively few. It is hoped that Mrs. Curley will be able to gratify a desire to be present when the oath of office is administered to Mr. Curley by Chief Justice Arthur P. Rugg of the supreme court.

Only the platform and five rows of seats will be reserved. The guests of the mayor-elect will occupy the platform. They will include Ex-Mayors Nichols, Fitzgerald and Peters, representatives of the federal and state government, Rear Adml. Philip Andrews, commandant at the Charlestown navy yard; Maj. Gen. Preston Brown, commander of the first corps area; officials of the chamber of commerce, civic and labor organizations, and personal friends.

The seats reserved on the floor will be at the disposal of the members of the city council. All other seats will be available for the general public. The doors will open at 9:15.

The exercises will be broadcast by stations WNAC and WBZ. For a half hour prior to the invocation, which will be offered by the Rev. Fr. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, where Mr. Curley is a communicant, an organ recital will be given by John A. O'Shea.

An orchestra of members of the People's Symphony, directed by William F. Dodge, will play, and the soloists will be Mrs. Marie Murray and Mrs. Rose Zulalian.

City Clerk Wilfred J. Doyle will read the certificate of election, and after the oath of office has been taken by Mr. Curley, he will swear in the 22 members of the city council, of whom 13 were re-elected.

The inaugural address and the singing of the Star Spangled Banner by Mrs. Zulalian will close the program. Mayor Curley and the council will proceed to City Hall, where the customary reception will be held in the mayor's office, while the council is in session in its chamber. The usual loan orders necessary to provide adequate financing of municipal activity prior to the passage of the appropriation budget will be passed.

PROBABLE CHOICES

While Mayor-elect Curley remained uncommunicative last night about City Hall appointments, it was learned that his lieutenants believe the following are probable:

Fire commissioner, Edward T. McLaughlin, former state Senator, in place of Eugene C. Hultman.

Corporation counsel, Samuel Silverman, now assistant corporation counsel, to succeed Frank S. Deland.

Public works commissioner, Joseph Rourke, vice James H. Sullivan.

Soldiers' relief commissioner, John J. Lydon in place of John W. Reth.

City collector, William H. McMorrow to succeed George H. Johnston.

Director of public celebrations, J. Philip O'Connell, in place of George H. Johnston.

Superintendent of markets, Theodore A. Glynn, to succeed Daniel H. Rose.

HERALD 1/5/30

FREAK LEGISLATION 5

The proposals of President Bacon of the Senate, design to reduce the amount of special legislation with which the General Court has to deal in every session, might well be supplemented by renewed consideration of the plan offered three years ago by the present Speaker of the House, Leverett Saltonstall, for checking the disposition, manifest year by year, to clutter up the machinery with freak bills. Mr. Saltonstall's proposal is plain enough. It provides that "every petition to the General Court seeking legislation which is accompanied by a bill or resolve shall also be accompanied by a fee of two dollars," with certain specified exceptions. The theory, of course, is that persons will think twice when they have to put up even a small sum to obtain consideration in the Legislature. Our State courts set the pattern for this proposal. A fee of three dollars is paid when a case is filed in the Superior Court and a fee of one dollar in the Municipal Court.

The argument against such a plan, of course, would be that it interferes with that sacred right of free petition which is cherished by the citizens of the Commonwealth. No other State has a system like that of Massachusetts which enables any citizen to come "to the Hill" with a petition for legislation, and to obtain a hearing on any bill he may have introduced, followed by a committee report and action by the Legislature itself. When bills now do not command sufficient support for real consideration, the General Court grants leave to withdraw or votes reference to the next General Court.

As a matter of fact, however, the right of access is now limited in some degree. The joint rules of the House and Senate impose a check on certain kinds of legislation, as for authority to reinstate a discharged employe of a county, city or town, or to retire employes on pension, or again to incorporate a town or city. Further, application for permission to borrow outside the debt limit of a city or town is restricted in like manner. All these checks have been made for the express purpose of improving the efficiency of the General Court, but they do not deprive the people of the traditional right to which they have held so tenaciously throughout the history of the State.

No exact definition of a freak bill can be formulated. It is a matter of degree and of judgment. There are some hardy specimens coming to Beacon Hill every year. It is comforting to know that Massachusetts never yet has been guilty of such ridiculous legislative acts as are reported from some of the States. But bills representing interests of small consequence many of them obviously futile and foolish, clog the apparatus and reduce speed year after year. The public does not want the time of the General Court to be thus wasted.

The Legislature ought to be able to concentrate on really weighty matters. Automobile insurance will be a big topic this year as the Elevated has been in years past. Mr. Bacon cited the fact the other day that of 443 acts and resolves passed in the last session, 212 were of special application. Get rid of those and of the freak bills besides, and our legislators would be in better position than now to grapple with the big subjects.

Let the fate of Mr. Saltonstall's bill of 1926 be noted. It was approved by the Committee on Rules by an 8-to-7 vote, the smallest possible margin. The Committee on Ways and Means reported adversely on it and the House killed it. It ought to be introduced again and debated anew.

HERALD 1/5/30

Mayor Nichols Winds up Four 'Tough but Enjoyable Years'

Leaves City Hall with Regret—Thanks Everybody—May Run Again in 1934—Senate Possibility Also

A statement in which he expressed his gratitude to municipal employes and his thanks to the citizens of Boston for the privilege of serving as their chief executive was the final official act of Mayor Nichols, as he left City Hall, last night.

"As I leave City Hall, I wish to extend my thanks to my co-workers for their splendid support and to the citizens of Boston for the opportunity they gave me to serve them as their mayor. I have done my best," he said.

It was not without regret that the mayor left City Hall. In his own words, he has spent four "tough but enjoyable years" in the service of the city, and like predecessors who have been compelled, by legislative provisions, to retire to private life, he did so reluctantly. It is not because the mayor had become obsessed with the idea that Boston needed him in an official way, but because he hated to sever the friendships which have been made because of his daily contacts with the hundreds of municipal workers.

That he attained popularity among the thousands of city employes, which has not been exceeded by any predecessor cannot be challenged. Although looking forward to the respite from arduous and complex duties in the European trip which will cover more than six weeks, Mayor Nichols hated to depart from City Hall.

His future plans seem to indicate that he will be a candidate for mayor four years hence. He may be a candidate for the Republican nomination for United States senator this year, but not, it is authoritatively said, unless conditions indicate that he will have at least an even chance of winning the contest. If Ex-Gov. Fuller is a candidate, and intimate political friends of Mayor Nichols are acting on the assumption that he will not be a factor in the contest, it is probable, if not certain, that the mayor will be among the candidates.

His recent trips to the western part of the state and other speaking engagements which he will fill before he sails for Europe Jan. 19 have had political significance and have been related to his probable senatorial candidacy.

Yesterday Mayor Nichols said that he did not plan any activity for several months. He intends to obtain first hand information about municipal government in European cities and to study any outstanding features which he considers worth while.

If he does not enter the senatorial contest, it is considered certain that he will accept appointment to a public office, which will give him opportunity to keep alive the friendships and acquaintanceships which he has made during his mayoralty service.

ATTACKED IN COUNCIL

Mayor Target of Bitter Speeches at Closing Session

The city council of 1929 passed into history, yesterday, to the accompaniment of an unexpected outburst of oratorical violence directed at Mayor Nichols. The bitter atacks of Councilmen Michael J. Ward and Frederick E. Dowling, who sang their swan songs, in vitriolic verse and the refusal of the council to consider the mayor's request for acceptance of the legislative enactment authorizing the transfer of Boston subways, tunnels and rapid transit extensions to the metropolitan transit district, were the outstanding features of the session.

The sole municipal activity of the council was the grant of authority for the sale to the Robert Breck Brigham Hospital of five acres of city-owned land, adjoining that institution, for which $34,800 will be paid. The basic price is 18 cents per foot.

Councilman Ward chose the survey of Mayor Nichols's administrative achievements as the medium for reply to the claims which have been advanced that the mayor was entitled to credit for the initiation and completion of a variety of municipal projects during the past four years.

CALLS IT A JOKE

Ward appraised the survey as a "joke" and alleged that the mayor had assumed to himself credit for projects with which neither he nor the city had the slightest direct connection. He enumerated several improvements cited in the mayor's survey as projects which were begun during the Curley administration and alluded to the East Boston tunnel, the Congress street bridge, the Cambridge street fire station, and the Charles River basin improvement as corroboration of his declaration that the mayor's claims were largely based on imagination instead of fact.

During Ward's address, objection was twice made by Councilman Arnold that Ward was "making an attack" instead of the statement which the council accorded him the privilege of offering, but Arnold was overruled.

The most bitter attack was launched by Councilman Dowling, who chose to couple a denunciation of the commission employed to recodify the statutes relating to Boston with a vituperative verbal assault upon the promoters of the recent farewell dinner to Mayor Nichols.

He charged that the commission which he described as "phony" and made up of "panhandling lawyers" had taken $20,000 from the city treasury, without performing service of more than slight value. His demand for the report of the commission elicited the explanation that none has been made.

BLOCKED BY ARNOLD

Dowling's request for consent to make a statement was blocked by Councilman Arnold, who later felt the sting of the Brighton councilman's tongue, but Councilman Gardiner, by resort to parliamentary tactics, cleared away the obstacles and gave Dowling unrestricted liberty to talk.

He characterized John T. Myron of the commission as "an office boy for Charlie Innes," called attention to the fact that another member, Harold J. Field, has been named master in the civil proceedings involving the city in the purchase of water meters, and dropped David A. Marshall with mention of his membership.

Dowling swung from the recodification commission to the Nichols dinner, charged that it was a "Christmas basket party for poor politicians," asserted that 'contractors had been shaken down for from $100 to $500" and "that city officials and city employes had been clubbed into contributing." The purpose he characterized as a scheme "to buy a new Lizzie for the passing mayor."

The sale of land to the Brigham Hospital was authorized after considerable discussion in which Councilmen Motley, Wilson, Dowd, Ward, Fitzgerald, Bush and Arnold participated. Both Ward and Dowd suggested that Mayor-elect Curley may disregard the expenditure of $1,200,000 at the Long Island Hospital and renew his plan for a new hospital for the chronic sick on city-owned land at Parker Hill, Roxbury. Ward was careful to explain that he had no authority to speak for Curley.

Only six opposed the sale—Dowd, Dowling, Fish, Gallagher, Sullivan and Ward.

TRANSIT DISTRICT

The mayor's communication about the transit district law was perfunctorily read by its title and accepted for the files. None of his spokesmen undertook to force a vote and the fact that no order for the acceptance of the act was introduced provided an excuse for silence. It was said that a poll of the council failed to disclose enough votes for acceptance.

After the adjournment of the meeting Mayor Nichols entered the council at lunch. Councilmen Dowling and Ward purposely remained away and Councilman Fitzgerald was absent because of another engagement. The mayor thanked the council for the co-operation he had received, expressed satisfaction with the treatment given him, said he had never had any feeling of bitterness against the councilmen and that he had tried to treat all fairly and equitably.

President Donovan told the mayor that regardless of political differences, they all regarded him as a "good fellow" whose friendship was valuable. Similar talks were made by Councilmen Green, Motley, Wilson, Dowd, Keene and Parkman.

McLAUGHLIN FOR HULTMAN JOB

REPORTED FIRE HEAD CHOICE OF MAYOR-ELECT

Rourke for Public Works and Dolan for Sinking Fund, Politicians Declare

PLACE FOR MAGUIRE

Silverman or Conry Expected to Be Appointed Corporation Counsel

Eugene C. Hultman's successor as commissioner in charge of the Boston fire department will be former State Senator Edward F. McLaughlin.

Public Works Commissioner James H. Sullivan will be succeeded by Joseph K. Rourke, who held the place under the most recent Curley administration.

Other appointments which will be announced by Mr. Curley on Monday include these:

Edmund L. Dolan to succeed Eliot Wadsworth as chairman of the sinking fund commission.

James E. Maguire, East Boston editor, to take the place of William S. Kenney as institutions commissioner.

While the mayor-elect has declined to discuss this matter of appointments, it appears to be commonly understood among politicians that Fire Commissioner McLaughlin, Public Works Commissioner Rourke, Sinking Fund Chairman Dolan and Institutions Commissioner Maguire are "as good as in."

TWO POSSIBILITIES

The position of corporation counsel, at present held by Frank S. Deland, is one of two names, the choice being either Samuel Silverman or former Congressman Joseph A. Conry.

Peter F. Tague, a member of Congress so long as he was in Lomasney favor, is slated by gossip for a place on the election board.

One Nichols appointee, Supt. of Markets Daniel H. Rose, appears to be marked "permanent; do not disturb." Frank Rock, "they say," may be the city's new purchasing agent.

Mr. Curley has yet to pick a personal secretary. First assistant, however, will be Arthur B. Corbett.

Joseph Lomasney is slated for a place on the transit board, succeeding either James B. Noyes or Nathan Heller. Thomas F. Sullivan, chairman of the board, will hold over.

GUESS ON TREASURER

John J. Curley, having repeatedly said that he will not return to the city treasury, the guessers are still busy in that direction.

Other places which remain to be filled are building commissioner, city collector, secretary of the board of appeal and—in the event of Edward F. McGlenen's retirement—city registrar.

Lively doings are expected when the new City Council meets at noon tomorrow for the purpose of electing a president.

The aspirants are William G. (Maj.) Lynch, of South Boston; Joseph McGrath, of Dorchester, and Edward F. Gallagher of Brighton.

ADVERTISER 1/5/30

MAYOR CURLEY'S INAUGURAL TO GO ON WNAC TOMORROW

THE administration of the oath of office to Mayor-elect James Curley and his inaugural address will be heard through WNAC tomorrow.

The inaugural program, to be held in Symphony hall, will be sent over the air by means of telephone transmission from the hall to the station studios.

Starting at 10 a. m. with the Processional March played by the orchestra the program will extend through 11:15 a. m. The invocation will be given by the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, after which City Clerk Wilfred H. Doyle will read the certificate of election of the mayor.

Chief Justice Arthur Prentice Rugg of the Supreme Judicial Court of Massachusetts will administer the oath of office and, following the rendition of "American Fantasia" by the People's Symphony Orchestra under the direction of William Dodge, Mayor Curley will administer the oath to the members of the city council.

The inaugural address will follow.

HERALD 1/5/30

AFTER MESSENGER JOB

Two "Lame Ducks" and Another Compete for $2750 Post

Two "lame ducks" and an outsider, who is destined to have brisk competition, are the avowed candidates for the $2750 per year job of assistant city messenger, which was created by the 1929 council for a defeated member, Peter J. Murphy of ward 18.

The other "lame duck" who has made formal application for the position is Thomas W. McMahon of ward 15. The only outsider who has announced his candidacy is George Perry of East Boston, who, friends of Murphy say, is "butting in" and whose activity may cause others to assert their rights to consideration.

That the job was created to give Murphy municipal employment is not denied by the councilmen. It was intended to make atonement to him for the defeats which he sustained. Singularly the sponsor was another "lame duck," Roger E. Deveney of ward 10.

With McMahon looking for the position, and thereby placing the 13 members of the council who were re-elected in a somewhat embarrassing predicament, Perry quietly made application for consideration. His act has been defined as intrusion which may develop into a serious situation. If enough outsiders clamor for the job, which some councilmen say is entirely unnecessary, there is danger that the new council will decide that the best way to solve the problem is that the services of a council messenger can be dispensed with.

McMahon is regarded as justified in challenging the right of Murphy to the place. No other "lame ducks" have indicated a desire to be considered; but the fact that one outsider has dared to interfere with a well-defined plan of the council has alarmed members who fear that a candidate may spring up in every ward and place the councilmen in positions from which they will be unable to extricate themselves without endangering their political futures.

POST 1/5/30



RING OUT THE OLD-RING IN THE NEW

HERALD 1/5/30

GUILD ANNOUNCES TEA AND RECEPTION

Mrs. John A. Reardon, Jr., president of the Guild of the Infant Saviour, announces the annual tea and reception, one of the principal events on its social calendar, to be held at the Copley-Plaza Hotel on Tuesday afternoon, Jan. 7, at 2 o'clock.

The principal address will be made by George N. Shufter of New York, managing editor of the Commonweal. Mr. Bonzetti of the Crosby Studio will show pictures of "Ye Olde English Faire" recently held for the benefit of the guild.

Them usical program will be in charge of Joseph Ecker, who will be heard in a group of songs, accompanied by Edward McGreenery.

Among the invited gnests will be Mrs. Frank G. Allen, wife of the Governor; Mrs. James M. Curley, wife of the mayor-elect, and Mrs. Alvan T. Fuller.

ADVERTISER 1/5/30

MAYOR KEEPS ALL GUESSING AS REIGN ENDS

Greeted as "Next Senator From State" He Answers With Grin

Mayor Malcolm E. Nichols closed his rolitop desk yesterday and walked away from the City Hall leaving everybody guessing.

He had received many callers and from each visitor good wishes.

Some called him "the next Senator from Massachusetts."

Mr. Nichols grinned and said nothing.

Some spoke of a "four years' vacation" from the mayoralty."

The Nichols grin became more expansive the Nichols lips remained tight.

He "may have something to say," the retiring chief magistrate said, upon his return from Europe. Accompanied by Mrs. Nichols he sails from Boston one week from next Sunday. He will be away two months.

TREATED TO DINNER

Although he will be Mayor of Boston until Mr. Curley takes the oath of office tomorrow, Saturday was virtually Mr. Nichols' last day. It was a day of compliments. A procession of callers came to wish him well and tell him what a good mayor he has been.

On his side, the Mayor took the members of the City Council around to the Parker House and gave them the traditional mayoral dinner.

His guests were 19 of the 22 members of the City Council, the missing brethren being Michael J. Ward of Roxbury and John I. Fitzgerald of Lomasneyville, Democrats, and Frederic Dowling of Brighton, Republican.

President Timothy F. Donovan of East Boston acted as toastmaster. Throwing politics out the window, and forgetting all bickering, Councilors Keene, Motley, Wilson, Parkman and Dowd testified that the mayor is a good fellow and challenged anyone to deny it. Mr. Nichols called them the same.

PRESENTED WITH FLAG

One of his last acts was to visit the State House to plead with the civil service commission for five young women who have been members of his office staff. The commission gave him no encouragement.

He received the Scots pipers of the Canadian Railways, bagpipes and all. A delegation came from William F. Sinclair Post, 250, of the American Legion, to present him with a city of Boston flag.

Finally, he issued, as the saying is, the following statement:

"As I leave City Hall I wish to extend my thanks to my co-workers for their splendid support, and to the citizens of Boston for the opportunity they gave me to serve them as their mayor. I have done my best."

This done, Malcolm E. Nichols took a last look about the mayor's office and walked out into School st.

The presentation automobile was waiting for him.

HERALD 1/5/30

CURLEY INAUGURAL TO BE BROADCAST

Symphony Hall Ceremony on Air Tomorrow

The administering of the oath of office to Mayor James M. Curley and his inaugural address immediately following will furnish a special broadcasting program furnished through the Shepard Stores station WNAC tomorrow.

Starting at 10 A. M. with the processional march played by the orchestra, the program will extend through 11:15. The invocation will be given by the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain, after which City Clerk Wilfred H. Doyle will read the certificate of election of the mayor.

Chief Justice Arthur Prentice Rugg of the supreme judicial court of Massachusetts will administer the oath of office, and following the rendition of "American Fantasia" by the People's Symphony orchestra, under the direction of William Dodge, Mayor Curley will administer the oath to the members of the city council.

The inaugural address will follow.

ADVERTISER 1/5/30

LEGION POST HONORS MAYOR

W. F. Sinclair post 250, America Legion, composed of city and count employes, presented a silk flag of th city of Boston to Mayor Nichols yes terday. The presentation was made b vice-commander Charles J. McCart who was accompanied by William J Horan, John Blood, James O'Neil an Lawrence D. Riley.

GLOBE 1/6/30

MAYOR CURLEY DELIVERING HIS ADDRESS BEFORE THE MICROPHONE



GLOBE 1/6/30

MAYOR CURLEY SURROUNDED BY FLOWERS IN HIS CITY HALL OFFICE



AND THESE WERE ONLY A PART OF THE FLORAL TRIBUTES

GLOBE 1/6/30

ROURKE PUBLIC WORKS HEAD

Only Appointment Today by Mayor Curley

The only appointment Mayor Curley made this afternoon was that of Joseph A. Rourke as head of the Public Works Department, replacing James H. Sullivan. Mr Rourke was head of the department under the former Curley administration.

Mayor Curley said that he had also asked for the resignation of eight other city officials. It is said that it is probable that one of these is Eugene Hultman of the Fire Department.

Joseph A. Rourke, newly appointed Commissioner of Public Works, will not assume his new duties until the end of the month when Commissioner James H. Sullivan, now holding the office, will be eligible for retirement.

Mayor Curley, it is understood, has not yet selected his secretary. It is known, however, that Arthur B. Corbett will be one of the secretarial force.

City Treasurer Brier has turned in his resignation according to reports at City Hall and it is also said that among the new resignations that the new Mayor will be glad to see are those of Fire Commissioner Hultman Soldiers Relief Commissioner Reth Traffic Commissioner Fisher, City Collector Johnson and Corporation Counsel Deland.

Councilor Green of Charlestown offered a resolution at the meeting of the Council, that Mayor Curley be requested to write to President Hoover asking him to instruct Secretary of the Navy Adams to assign work to the Navy Yard at Charlestown at once so that the unemployment situation may be aided. This resolution was adopted.

GLOBE 1/6/30

WITH PRAYER FOR HIS WIFE MAYOR CURLEY OPENS ADDRESS

VISITS HOME AFTER INDUCTION

James Michael Curley became Mayor of Boston this morning with a prayer on his lips for the wife who was not by his side. He prefaced his inaugural address with that prayer and asked the thousands in Symphony Hall and the thousands listening on the radio to join with him.

After addressing the honored guests and the visible audience, Mayor Curley addressed himself also "to the invisible radio audience unable to be present, and who are listening in," and included in the invisible audience "one who has been at my side for 24 years at every public function and who would be here today, were it not that God willed otherwise. For her, I ask the prayers of all."

Roaring Greeting Hushed

The wild cheering that greeted his advance to the front of the platform subsided and a hush settled over the assemblage, broken by a scattered handclapping by those who tried to express their sympathy. Mayor Curley's first visit after his induction into office was to his home on Jamaicaway. He went there before coming to City Hall, where dignitaries awaited to greet him in his office, banked high with flowers.

The Mayor arrived at Symphony Hall at 10 this morning and five minutes later walked out upon the stage, accompanied by City Clerk Wilfred J. Doyle and Rev Fr Kelly, pastor of Our Lady of Lourdes' Church, Jamaica Plain. More than 3000 persons, who filled every seat in the auditorium and balconies and jammed doorways and side aisles, roared greeting to him. John O'Shea, at the organ, played "America," and Marie Murray, well-known contralto, sang it, while the audience stood.

Cont'd C20BE 1/6/30

The Mayor remained standing in the center of the stage with City Clerk Wilfred Doyle on one side and Rev Fr Kelly on the other. At the conclusion of the anthem, City Clerk Doyle presented Rev Fr Kelly, who gave the invocation.

Blessing of God Is Asked

Rev Fr Kelly asked the blessing of God upon Boston and its citizens and upon the men who are called upon to serve the city; to give them light and courage to meet their difficulties and to give them strength to be faithful to their stewardship. He concluded his invocation by reciting the Lord's Prayer.

Mayor Malcolm E. Nichols arrived on the stage and shook hands with Mayor Curley. They talked for a moment and then he retired to a seat among the guests of honor. City Clerk Doyle then read the certificate of election and introduced the Chief Justice of the Supreme Court of Massachusetts, Arthur Prentice Rugg, who administered the oath of office, and James M. Curley, upon solemnly repeating the words of the oath, became Mayor at 10:15.

Applause for His Aid Program

After the administration of the oath of office, the People's Symphony Orchestra, under the direction of William Dodge, played "American Fantasia," and upon its conclusion City Clerk Wilfred J. Doyle read the certificate of election of the members of the City Council. The oath of office was administered to them in a group by Mayor Curley. Again the orchestra played, and after the applause that greeted its number had subsided Mayor Curley came to the center of the stage before the battery of microphones which broadcast the proceedings and began his inaugural address.

The first burst of applause in his inaugural address greeted Mayor Curley's discussion of the unemployment program and his prosperity program. Next they applauded the announcement of the project for the development of the Bayswater section of Orient Heights. His reference to eliminating traffic congestion at Governor sq also met with the approval of the audience, and his discussion of the proposal to develop the Boston Airport by leveling Governors Island and filling in the gap in the harbor between it and the airport was greeted with loud and prolonged applause.

Borough System Approved

The audience indicated by applause its approval of the electrification of railroads within the metropolitan area, and the formation of a Metropolitan Boston by the adoption of the London County Council or borough system.

At 11:10 Mayor Curley had concluded his inaugu al address. The band played "The Star Spangled Banner," and Miss Rose Zulalian sang it. The audience joined in the chorus. Mayor Curley left the stage with City Clerk Wilfred Doyle and Chief Justice Rugg and left the hall by the stage door, where a waiting automobile with a motorcycle escort whirled him through the city to his home on Jamaicaway.

The remainder of the official party, the City Councilors and the guests of honor were escorted to the same door, where they filled many cars and were escorted by motorcycle officers to City Hall.

Reception in City Hall

Mayor Curley, himself, arrived at City Hall at 12:40 p m with a group of old-time friends. His arrival in School st was the signal for an attempt on the part of the large crowd that had gathered to watch the new Mayor's arrival to attempt to rush the gates. The large body of police present held them back.

Mayor Curley entered the City Hall through the admiring crowd, smiling and shaking hands and bowing to his acquaintances, who were everywhere in lines several deep.

The crowd was so great that Mayor Curley felt compelled to hold a reception in the Mayor's office where he greeted a few hundred of his well-wishers. In his office one of the floral tributes was a replica of a square prize ring on a base of flowers. In the ring were three hats, marked Curley, Mansfield and Coakley. On Curley's hat was "Champion of them all."

URGES SPENDING MILLIONS FOR STREET CONSTRUCTION

The expenditure of $10,000,000 outside the debt limit for the acceptance and construction of streets upon which homes and business establishments have been built, was one of the outstanding recommendations of Mayor James M. Curley in his address to the new City Council at the municipal inaugural ceremonies at Symphony Hall, Huntington av, this forenoon.

That, however, was only one of several large projects that Boston's new Mayor has in mind for his beloved city in the course of his four-year term just begun today.

Mayor Curley, according to the words spoken in Symphony Hall, would expend $750,000 for further development of Boston's park, bathing and general recreation facilities. He would give the city a $1,000,000 waterfront park in the Bayswater section of East Boston, similar to the Strandway in South Boston, and he would have a new, well appointed L-st bathhouse. He would have a greater airport by including Governor's Island.

Will Invite Cooperation

Mr Curley, twice before chief executive of the city and now on the threshold of his third term, made known that he purposes to invite the cooperation of representatives of religious, educational, labor, industrial, commercial, civic and financial organizations to the number of 350 to serve in an advisory capacity with the City Planning Board in the creation of a 50-year plan for Boston.

In strident tone the new Mayor sounded the warning that the cost of local City Government is going to be greater in 1930 by approximately $1,000,000. And this excess, according to Mr Curley of wide Mayoral experience, must be offset if Boston is to avoid an increase in the tax rate which he feels certain would be burdensome, to say the least But the task that faces the incoming Council is not a new one, Mayor Curley told the Councilors as he stressed the importance of the City Council from the viewpoint of experience.

Private industry, he told the Councilors just inducted into office, and the more than 2500 persons that filled the hall, can do more than even the city itself to encourage commerce and industry.

Dire Need in City at Present

Taking the expenditures of the Public Welfare Department of recent months as an unfailing barometer, Mr Curley impressed upon those present that there is dire need in this city at the present time. Dwelling on the unemployment situation for a brief time, the new Mayor said that unemployment with crime, poverty and disease in its wake, will continue to exist until a sane economic policy is devised. Boston, he said, has a large tract of land in West Roxbury which is to be eventually used for a golf course and the unemployed heads of families should shortly be put to work clearing the path for this development with a view of relieving the unemployment existing.

Declaring that piecemeal projects are invariably wasteful, the Mayor expressed the belief that for efficiency each new improvement should

GLOBE 1/6/30

GON'T'D

fit into a general plan. And he is not opposed, in fact, he favored playing the searchlight of publicity on every large project.

Mayor Curley desires to perpetuate the enduring work of the forefathers and their successors in war by fitting recognition in the form of a permanent memorial. He suggests a memorial building on the westerly side of the State House in which the Massachusetts Supreme Judicial Court and other bodies may be housed.

Declaring for legislation that would permit Boston to fix her own tax limit, Mayor Curley shouted that Boston is being discriminated against and she should no longer tolerate it. He told the Councilors and the audience that he was in favor of legislation that would permit a 50 percent increase in the debt incurring power of all the cities and towns of the Commonwealth.

For South Boston Mayor Curley suggested several major street widenings. He sees money available for new highway construction in an apportionment of the gasoline tax revenue, and he suggested that the Commonwealth turn back to the cities and towns of the State one half of the annual revenue.

Greater Boston Problems

In the opinion of Mayor Curley as voiced today, it must be apparent to every thoughtful citizen that Boston with a population of approximately 800,000 cannot continue to bear the burden that should be borne in part by the cities and towns within the Greater Boston area, which, the Mayor went on, are beneficiaries of transit, highway and other expenditures. It was quite evident that Mayor Curley is firmly of the opinion that only through the united action of the cities and towns within the Metropolitan area is worthwhile progress possible.

The Mayor pointed out that the problems that confront Boston today, an equitable solution of which would represent an expenditure of many hundreds of millions of dollars, are not primarily Boston problems, but more properly termed Greater Boston problems. Boston, he said, should refuse to assent to a consolidation of New England railroads unless some assurance is given of electrification within the Metropolitan area and a belt line connecting rail and steamship terminals.

Street Traffic Congestion

Curley would take the surface car tracks off Governor sq; he would give the people who use the Huntington av, South Huntington av, and Center-st lines more adequate service by an extension of the Boylston-st subway to either the junction of Tremont and Francis sts, or to Brookline Village; he would like to see an underpass for motor vehicles at Commonwealth and Massachusetts avs.

Boston's new Mayor indicated that he will speed up the city's hospitalization program, and he said he liked the idea of the trustes of the public library that it would be good policy to establish two branch libraries each year for the next 20 years. He advised that serious consideration be given the question of returning to the loan policy on school buildings and lands until such time the annual requirements will be only those caused by population and the obsolescence of buildings.

INAUGURATION INSIDE-LIGHTS

"Curley for three years more!"—and then the Governorship? This thought must have flashed in many minds as Mr Curley read the last few paragraphs of his inaugural, which seemingly phrased and delivered with a particular emphasis for hitherto hostile up-State folk who might be listening on the radio.

* * *

Off with the old love, on with the new, was the order of the day. Yet Malcolm Edwin seemed to derive as big a kick out of the proceedings as did James Michael. The retiring Mayor got many an admiring, affectionate "farewell" greeting in little receptions he gave in a back-stage chamber and after the ceremony. "Four tough years" ago today, Mr Nichols himself was inducted into office in identical ceremony.

* * *

There was unanimous and deep disappointment at Mrs Curley's enforced absence. This was audibly expressed when Asst Dist Atty Daniel J. Gillen, Tammany Club president, conducted James M. Curley Jr, Miss Mary Curley, Leo, Paul, George and Francis to their platform seats.

* * *

Ex-Mayor Andrew J. Peters' absence was noted, but conspicuous in the platform group, near Mr Nichols, was Ex-Mayor Fitzgerald.

* * *

Among those present, too, was Ex-Russian Consul Joseph A. Conry, and in the conversational buzz, one heard his name mentioned for the $10,000 post of municipal corporation counsel.

* * *

Deputy Police Commissioner Thomas F. Good officially led the Curley motor parade intown from the Jamaicaway residence to Symphony Hall, and afterward sped it downtown to City Hall.

* * *

Mrs Curtis Guild, impressive in black velvet, sitting right behind the Curley children, helped make the stage picture imposing.

Then there were Sherman L. Whipple, always a Curley admirer; Chairman Herbert Parker of the Tercentenary Commission, Police Commissioner Wilson and Supt Crowley, Sheriff John A. Kelliher, Thomas J. Boynton, Congressmen John W. McCormack and John J. Douglass, udge Edward L. Logan and his brother, Theodore, Fire Commissioner Hultman, Chairman Long of the Park Commission, Ex-Dist Atty O'Brien, Col Fred Bogan, Chairman oseph P. Manning of the City Hospital trustees, Gen Clarence R. Edwards, Supt of Schools Jeremiah E. Burke, Dr Charles F. Wilinsky, Dr John A. Ceconi, Register W. T. A. Fitzgerald, Mrs Colin Macdonald, Fred J. Crosby, Judge William J. Day, Dr Helen McGillicuddy, Ex-Senator Edward F. McLaughlin, Edward D. Collins, Ex-Collector William M. McMorrow, James H. Vahey Jr, Ex-Councilor James T .Purcell, Frank S. Davies, Joseph F. O'Connell, Ex-Councilor Henry Hagan, City Treas Frank Brier, Julian Rainey and William M. Trotter.

"I read in the papers the other day that Jimmy Walker was inaugurated in five minutes!" said Superior Court Officer Tom McMahon to Tony McNealey.

"Well, it'll take just about 90 minutes to inaugurate Jimmy Curley, and the difference in time just about measures the difference in men," exclaimed Henry Griffin. These three men who sat together at Symphony are life-long cronies of Mayor Curley—helped him found the Tammany Club of Roxbury some 30 years ago, have been with him since through thick and thin, and will remain so to their dying day.

* * *

"W-o-n-d-e-r-f-u-l! Wonderful!" exclaimed the manager of the White Fund properties, George E. Phelan, to J. Philip O'Connell, master of inauguration ceremonies, and all who heard thought that this must be praise from Sir Hubert indeed.

* * *

Charlie Manning replaces Bob McHugh as the royal chauTeur, and the Curley children rode in town in the automobile that has for three years been the Mayoral chariot. It is now numbered 7535, and the Curley family motor bears the number plate 2926. Incidentally, ex-chauffeur, now court officer, Eddie Shay was present, in pearl spats, which sight was worth going a long way to see!

* * *

Last, but not least of those nominated for Curley plums is Capt John J. Lydon of South Boston and Roxbury, who, they say, is to get the Soldiers' Relief Commissionership.

* * *

Sitting out front, looking like a Roman praetor, was City Messenger Edward J. Leary. That white stick that looked like a fishing rod was his official mace.

A203L 1/6/30

WHAT MAYOR CURLEY'S INAUGURAL URGES

Highlights from the inaugural address of Mayor James M. Curley to the City Council at Symphony Hall this forenoon follow:

Problems can be solved by the same methods in our day as in the founders' day, namely, through cooperation and self-reliance.

Increased cost of administering the city in 1930 will be approximately $1,000,000.

Changes in administrative policies . . . lack or definite objective of plans for future, are in large measure responsible for present conditions industrially, commercially and in municipal administraton.

It is my purpose to invite the cooperation of 350 to serve in an advisory capacity with the City Planning Board in the creation of a 50-year plan for Boston.

It is desirable to consider the advisability of establishing a George Robert White Fund health unit in the center of Madison Park, Roxbury.

Advances for serious consideration the question of a return to the loan policy on school lands and buildings.

Boston approves President Hoover's national plan to promote prosperity and end, if possible, seasonal unemployment.

Recommends the expenditure outside the debt limit of $10,000,000 for acceptance and construction of streets upon which homes or business establishments have been erected.

Will confer at once with the trustees of the City Hospital with a view of speeding up hospital's building construction program.

Believes Public Library trustees' opinion that a fixed policy of establishing two branch libraries each year for 20 years is sufficiently sound to justify adoption.

Knows no good reason why development of park, bathing and general recreation facilities should not be undertaken at once.

New L-st bathhouse should be built in connection with completion of Strandway, South Boston.

Recommends appropriation of $750,000 for recreation improvements.

Water front park could be developed at Orient Heights, East Boston, for $1,000,000.

Favors white ways along Bunker Hill and Chelsea sts., Charlestown.

Time to remove surface car tracks in Governor sq.

Transportation relief for Huntington av, South Huntington av and Center st should be provided by extension of Boylston-st Subway through Huntington av to junction of Tremont and Francis sts, or to Brookline Village.

Airport should include Governors Island.

Rapid transit lines over portion of railroad beds worthy of serious consideration.

Favors appointment of a Metropolitan District Finance Commission.

Problems that confront Boston today are not primarily Boston problems, but more properly Greater Boston problems.

Apparent Boston cannot continue to bear burdens that should be borne in part by cities and towns within the Greater Boston area.

Favors committee to investigate feasibility of metropolitan district of government.

Duty of city to provide employment.

Boston should fix its own tax limit.

Favors legislation to permit 50 percent increase in debt incurring power of all cities and towns of the Commonwealth.

Recommends legislation authorizing distribution of gasoline tax revenue for construction of highways.

Will consider following street widenings:

Summer st and L st from Army Base to Strandway.

Dorchester av from Fort Point Channel to the south.

Preble st from Dorchester av to Strandway.

Each new improvement should fit into a general plan and add to the efficiency of those already accomplished.

Projects involving large expenditures of money must be subjected to the searchlight of public opinion.

Favors permanent memorial to the forefathers and their successors in war service on westerly side of the State House.

Expenditures of welfare department indicate there is dire need at present.

City can do much, but private business more to promote commerce and industry.

Unfair to belittle importance of City Council.

Motor vehicle under pass at Massachusetts av and Commonwealth av.

GLOBE 1/6/30

Mayor Curley Sworn in by



MAYOR CURLEY'S CHILDREN ARE SITTING BEHIND HIM AND AT HIS RIGHT

Chief Justice Rugg



EX-MAYORS NICHOLS AND FITZGERALD

TRAVELER 1/6/30

At City Hall After Four Years Away



Mayor James M. Curley being photographed on the steps of City Hall after he had been sworn in as mayor of Boston.

Highlights of Mayor Curley's Address

It is my purpose to invite representatives of religious, edu-
ional, labor, industrial, commercial, civic, and financial
ganizations, to the number of 350, to serve in an advisory
pacity with the City Planning Board in the creation of a 50-
ar plan for Boston.

Reduction of portable school structures to the minimum,
d the return to the loan policy on school lands and buildings
til school buildings are brought up to where only annual re-
irements will be caused by normal growth.

In conformity with the Hoover prosperity program, I
comm[illegible]d the expenditure outside the debt limit of $10,000,-
0 fo[illegible] acceptance and construction of streets upon which
me and business establishments have been erected.

The rebuilding of the L street bathhouse and completion of
e Strandway project at an added cost of $750,000, and the
velopment of the Bayswater section of Orient Heights at a
t of $1,000,000.

Improvement of car service on Commonwealth avenue,
acon street, Huntington avenue, South Huntington avenue
Centre street, an underpass for vehicles at Massachusetts

and Commonwealth avenues and the extension of the Boylst
street subway through Huntington avenue to Brookline Villag

Extension of the airport to Governor's island, by means
grading and filling the flats now existent between those poin

Electrification of all railroads entering Boston.

The creation of a metropolitan district finance commissi
to supervise all work conducted by the Metropolitan Distri
Commission.

The creation of a real Metropolitan Boston, to include
cities and towns within 15 miles of the State House and ma
Boston the fourth largest city in the country.

The adoption of such legislation as will enable Boston
fix its own tax limit.

A unified street widening program and the abolition
piecemeal projects.

The establishment of a permanent memorial to the fo
ers of Massachusetts bay and at the same time a memor
the sailors, soldiers and marines, who made the su
sacrifice.

TRAVELER 1/6/30

CURLEY PLANS TO MAKE BOSTON FOURTH BIG CITY

Symphony Hall Thronged as He Assumes Office and Reads His Speech —Pays Tribute to Mrs. Curley, Better but Unable to Be Present.

By HAROLD BENNISON

An unusually comprehensive program for the betterment of the city of Boston and inclusion of all cities and towns within a 15-mile radius of the State House into a Metropolitan Boston characterized the inaugural address today of Mayor James M. Curley.

TRIBUTE TO HIS WIFE

His inauguration speech was short and concise. He favored removal of surface car tracks at Governor square, around Kenmore station; the extension of a subway out as far as Brookline Village; the adoption of a prosperity program in accordance with that outlined by President Hoover and in that connection urged the expenditure of $4,000,000 at once so that the heads of families might "be given some ray of hope during this time of national industrial depression."

He paid touching tribute to his wife during his introductory remarks. He greeted the guests and audience and members of the invisible audienc who are hearing these exercises over the air." His voice dropped momentarily as he said:

"And includ[illegible]

ence is one who has been at my side for 24 years at every public function, and who would be here today had not God willed otherwise. For her I ask the prayers of all."

He then plunged into the reading of the address. The crowd which packed the hall to overflowing listened intently. There was enthusiasm as he outlined the policies he plans to put into effect.

These included the development of the Strandway in South Boston, improvements of the L street baths to include hot salt water bathing in winter; traffic relief for Charlestown, a comprehensive street widening program. He made a sharp attack on "piecemeal" development in the city.

The improvement of the airport was another project which won commendation from the audience. Applause also greeted his plans for the creation of a Greater Boston, which would include all cities and towns with[illegible]

TRAVELER 1/6/30

Cont'd

FACES CAMERA BATTERY

He gave out no appointments prior to going on the platform. Many expected that he would name some of his appointees before the formal exercises commenced, but this he did not do.

His induction into office was simple. He arrived at the St. Stephen-street entrance of Symphony hall, preceded by an escort of police motorcycles. Others were at the side and in the rear.

The mayor's entire family, except Mrs. Curley, was with him. Her absence noticeably affected him. He posed with his family as cameras clicked.

APPLAUSE DEAFENING

He stepped into a flower-laden retiring room and others again faced a battery of cameras. Word was given that all was in readiness. He and his family walked on to the platform.

The applause which greeted him was deafening. The stage was effectively decorated. A huge oil painting of the mayor was hung from the back wall of the centre stage, with flags draped about it. American flags in clusters of three were placed on the wall.

Along the front of the platform was flower-decorated trellis work, with small potted plants and flowers mingled. Mayor Curley sat beside City Clerk Wilfred Doyle. Flanking him on both sides were members of the city council.

The Curley family sat at the mayor's left. Hardly had Mayor Curley sat down before the retiring mayor, Malcolm E. Nichols, stepped on to the platform. He was alone. The audience recognized him and gave him a cordial greeting.

Ex-Mayor John F. Fitzgerald was also on the platform. The only living ex-mayor absent was Andrew J. Peters. Maj.-Gen. Preston Brown, commander of the 1st corps area, represented the army. Rear Admiral Philip Andrew, commandant of the navy yard, represented Uncle Sam's sea fighters.

Rabbi Harry Levi, the Rev. James H. Dolan, S. J., president of Boston College; Atty. Sherman L. Whipple, Joseph A. Conry, Joseph A. O'Connell, Judge Edward L. Logan, the Rt. Rev. Richard Haberlin, Supt. Michael H. Crowley, Fire Commissioner Eugene Hultman, Police Commissioner Herbert A. Wilson, ex-Fire Commissioner Theodore A. Glynn and Registrar of Deeds W. T. A. Fitzgerald were others present.

FLOOR FILLED AT 9:30

The hall was crowded. Even before 9:15, when the doors were thrown open, there were hundreds outside. The first dozen or so rows were reserved. All seats on the platform were reserved, but no others. The audience swarmed in eagerly. By 9:30 the entire floor was filled and the first balcony was rapidly filling. Ten minutes later the entire auditorium was crowded.

Standees packed themselves in front of each door. Around the floor there was a line, three deep. The first and second balcony doors were crowded. The audience had been quickly and quietly seated. That part of the program moved like clockwork. It was all part of Mayor Curley's plan to have the exercises for all the people, and not for a chosen few.

THE CEREMONIES BEGIN

For 15 minutes the organ had been played by John O'Shea. As Mayor Curley and his family sat down, the audience became quiet, and the People's Symphony orchestra played "Marche Militaire."

Marie Murray led the singing of "America." The audience rose as she sang. The Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, which the Curley family attend, stepped forward and invoked divine blessing upon him "whom the people have called to leadership."

Wilfred J. Doyle, city clerk, read the formal report of the election commissioner certifying that James M. Curley had been duly elected mayor of Boston.

Records Shattered For Mayoral Terms

When Mayor Curley assumed the reins of the city government today he shattered all existing records. He had already served the city eight years as mayor, having been twice elected to four-year terms. When he took office today he started another four-year term, at the end of which he will have set u pa record of having served as mayor of Boston for 12 years. His nearest rival was ex-Mayor John F. Fitzgerald, who served two terms for a total of six years.

MAYOR TAKES OATH

Chief Justice Arthur Prentice Rugg of the state supreme court and James M. Curley, citizen, stood together in the centre of the stage. They were obliged to wait a minute until the applause died down.

"Repeat after me these oaths," directed Justice Rugg. And he intoned the three oaths of office. One concerned the upholding of the constitution of the United States, the second the upholding of the constitution of the commonwealth of Massachusetts, and the third, to administer the office of mayor of Boston with fidelity, "So help me, God."

The People's Symphony orchestra played "American Fantasia," with William Dodge conducting as before.

City Clerk Doyle then read the formal report certifying the election of the members of the city council. He called the names of each councilman. Each one answered "Here" and remained standing.

22 COUNCILMEN TAKE OATH

They were Timothy Donovan of ward 1; Thomas H. Green, ward 2; John I. Fitzgerald, ward 3; Seth F. Arnold, ward 4; Lawrence Curtis, 2d, ward 5; Michael J. Mahoney, ward 6; William G. Lynch, ward 7; John F. Dowd, ward 8; Richard D. Gleason, ward 9; Leo F. Power, ward 10; Edward L. Englert, ward 11; Herman L. Bush, ward 12; Joseph McGrath, ward 13; Israel Ruby, ward 14; Francis E. Kelley, ward 15; Albert Fish, ward 16; Robert Gardiner Wilson, Jr., ward 17; Clement A. Norton, ward 18; Peter A. Murray, ward 19; Joseph P. Cox, ward 20; James Hein, ward 21, and Edward M. Gallagher, ward 22.

Applause greeted the reading of each man's name. Each of the 22 councilmen remained standing.

"Repeat after me your oath," said Mayor Curley. He then read the oath of office to the councilmen, who repeated it in unison.

MAYOR TAKES ROSTRUM

The orchestra played the "Northern Rhapsody." Mayor Curley then went to the rostrum. Two microphones hung in front of him, one from WNAC and the other from WBZ. Another microphone carried the proceedings to amplifiers which were hung on St. Stephen street, where a large crowd listened.

There was a hush as Mayor Curley stepped forward.

He greeted the assemblage, the presiding officers, the chief justice and others, and then, turning straight to the microphone, he greeted the "invisible audience."

SPEEDS HOME TO WIFE

It was at that minute that he referred to his wife. His voice was lower, and it seemed at that moment as though he wanted to be at home. It was remarked that he left the hall as soon as possible after the exercises, and, instead of going to City Hall, as had been expected, he sped to the bedside of Mrs. Curley.

He was interrupted several times as he read the inaugural speech. When he referred to public expenditures so that "able-bodied men" could find work to support themselves and their families, the audience applauded. The same true when he spoke of the development of the Bayswater section of East Boston; and when he advocated the development of the East Boston airport by including Governor's island to make the airport the finest on either the Atlantic or Pacific coast the applause grew in volume.

Following his address, Rose Zulalian sang "The Star-Spangled Banner." The audience rose, standing at attention during the singing.

Mayor Curley and his family went together into an anteroom. There he greeted several of his friends, but he was anxious to get home to Mrs. Curley. As soon as possible he and his family made their way through the crowd and into his machine.

The city councilmen, to whom Mayor Curley had paid tribute at the conclusion of his speech, went into a procession of automobiles at City Hall, where they held a reception of their own while Mayor Curley was away.

A large crowd waited for Mayor Curley at City Hall. Many wanted to greet him. Others wanted to know about the list of appointments he was scheduled to give out.

Mayor Curley was warmly greeted when he arrived at City Hall after having visited his home. He posed on the City Hall steps and then went into the mayor's office. A great abundance of floral tributes from his well-wishers were on his desk.

Five-Year-Old Francis Joins in Applause

Francis Curley, five-year-old son of Mayor Curley was the cynosure of many eyes during the exercises today in Symphony Hall while his father was being sworn in for the third time as mayor of Boston. He sat perfectly still the whole time save when the hall was rocked with applause for his father. Then little Francis joined in vigorously.

TRAVELER 1/6/30

Go To It! By Sav



Mrs. Curley, Sick at Home, Hears Program Over the Radio

Mrs. Curley heard the entire program from Symphony hall today at her home over the radio. When her husband addressed his audience, Mrs. Curley was ready and waiting. She, alone of the Curley family, was not present. Mayor Curley's tribute to her follows:

"Included in the invisible audience is one who has been at my side for 24 years at every public function and who would be here today had it not been that God willed otherwise. For her I ask the prayers of all."

Post 1/7/30

THE MAYOR'S PROGRAMME

Mayor Curley is to be congratulated upon his inaugural address. It is brief, constructive and timely. It displays a profound knowledge of our municipal problems and is indeed, as has been aptly said, a vision of the future. Not one of the recommendations the Mayor makes may be said to be superfluous. The need for the betterments he advocates so convincingly are quite generally acknowledged. This does not mean that all would be accepted. There would be strong opposition to several. The cost would be a vital factor.

Arguments for a Greater or Metropolitan Boston have persisted for years. That this community, actually the fourth in size in the land, should be relegated to eighth place, has long seemed to many an injustice to our real importance and our rightful prestige. In the abstract, nothing of import can be said against the idea. In reality, we seem no nearer the goal than we ever were. Boston's suburban cities and towns show no disposition to join her in one vast governing organization. They prefer their local automony, as the Mayor says. Mr. Curley, however, hints at legislative action without the consent of these communities. It will not be easy to obtain. But his campaign for a greater city may hasten the day which so many believe is inevitable.

Everybody will agree that the amount of street work drastically needed right now is enormous. The Mayor proposes that we borrow $10,000,000 outside the debt limit so that this work may be inaugurated speedily. This means passing the bills along for the future to pay. Even that big sum is not enough for Boston's real needs. The city, according to Mr. Curley, could use five times that amount right now. The automobile and modern conditions of living have made good streets vital. It is one of the city's most pressing problems.

There is cause for satisfaction that the intolerable conditions at Governor square may be remedied soon. Many words have been spoken and many plans considered but nothing has been done. Street cars and autos simply must not meet in such a tangled maze much longer. Mr. Curley's remedy is the enforcement of an act passed during his former administration. This act provides for sinking car tracks beneath the streets' level. The mayor's vigorous words give hope that something will be accomplished.

Herald 1/7/30

Boston Has Job Held by Only Six Men in Century

It's That of City Auditor and Is Explained by Fact That Mayors Ignore It in Awarding Their Patronage

By THE HERALD'S ROVING REPORTER

Six men have served Boston as city auditor during the past 105 years, a record which indicates conclusively that the auditorship is regarded as one municipal position outside the limit of mayoral patronage.

There has been a procession of mayors and other officials into and out of City Hall during the last century, but municipal records fail to show that the city auditor accompanied officials into retirement whenever a change in administration occurred.

The auditorship seems to be one job unaffected by political considerations and because of the adherence by mayors to an unwritten municipal policy, Boston has enjoyed for many years a financial credit which has not been surpassed by any other large American city.

CARVEN REALLY OLD TIMER

Rupert S. Carven, the present auditor, who has been around City Hall since 1885, and who finds it difficult to make people believe that he is one of the oldest of city employes, is a firm believer in the policy of keeping the auditing department free of politics.

Despite his long municipal service he has spent only seven years in charge of the auditing department, but it is hopeful that when he retires, it will be from choice and not because of the exercise of mayoral authority.

The records of the auditor's office show that William Hayden assumed the job in 1824 and held it until he resigned in 1841. His successor was Elisha Copeland who served until his death in 1864 and he was followed by Alfred T. Turner, who would have established a longer record, but for his acceptance of the position of city treasurer in 1881.

James H. Dodge became the auditor then and it was not until 1904, after a service for 23 years, that he resigned to be followed by J. Alfred Mitchell, who terminated his term, Dec. 31, 1921 to become the treasurer.

Mr. Carven says:

Any one who takes the time to look over the records of Boston will find an abundance of proof that the remarkable rating and the equally as satisfying financial credit of Boston is due to the efficiency of the five men who preceded me in this position. There never has been a time when the auditing department was not under excellent management and I hope that my successor may find it possible to say that the department during my incumbency of the position measured up to the standard of my predecessors.

I think that Boston has every reason to be proud of the five auditors who served the city for a period of 98 years. I may be inviting opposition by emphasizing the fact that city auditors seem to have been entirely free from political influence, but I know that under Mayors Curley and Nichols there has never been the slightest attempt to inject politics into the department and the records show that the long line of mayors who preceded them placed efficiency in the keeping of the financial records above partisan consideration. I know of no other city which has had but six auditors in 105 years. Perhaps I'll start a scramble for the job and break the good record as well as force me into retirement, but since 1824 it has been a good job for one to have because of the definite assurance that the incumbent would not be apprehensive that he would be looking for a new job every time a new mayor took charge of the executive management of the city.

Post 1/7/30

LYNCH CHOSEN COUNCIL HEAD

So. Boston Member Gets 15 Votes on 4th Ballot

Councillor William G. Lynch of 670 Columbia road, South Boston, was elected president of the Boston City Council at its organization meeting yesterday. His election came on the fourth ballot by a vote of 15 to 7.

On the first three ballots, Councillor Edward M. Gallagher came within a single vote of the presidency, but when it became apparent that his colleagues could not obtain the 12th and necessary vote, the bloc which had stood behind Councillor John I. Fitzgerald of the West End, shifted to Councillor Lynch, ending the deadlock.

The dozen members to clinch the election of Councillor Lynch were, Councillors Bush, Donovan, Dowd, Fitzgerald, Gleason, Green, Lynch, Mahoney, McGrath, Murray, Ruby and Wilson. Councillors Englert, Fish and Power then changed their votes from Councillor Gallagher, giving President Lynch a final count of 15 votes.

The new president yesterday started his third term of two years as the representative of Ward 7, South Boston, in the city government. During his service he has been considered one of the most popular members of the assembly.

HERALD 1/7/30

THE MAYOR'S ADDRESS

A Metropolitan outlook and a tone of Hooverism characterize Mayor Curley's inaugural address. Various chief executives have advocated a Greater Boston of some sort, but none has been so forcible as Mayor Curley was in these words of yesterday: "Only through the united action of the cities and towns within the Metropolitan District is worthwhile progress possible." A Greater Boston is not merely something, but everything to him. He refers to President Hoover early in the address, and that boldness and comprehensiveness with which the President goes at things are apparent throughout. The Mayor is open to the charge, which is a compliment, of being a Hooverite, at least non-politically.

It is true, as the Mayor says, that city dwellers in the United States have become "regional-minded." Businessmen became of that mind when they wisely began operating on a larger and larger scale and finally went into what is called mass production. The great banking mergers and absorptions are another phase of modern regional-mindedness. The much-discussed proposals for the consolidation of railroads are another link of the same chain. But legislation usually lags far behind public opinion, and Mayor Curley is trying to close the gap when he pleads for a Greater Boston. He says that "the awakening to a new social consciousness among city dwellers may well be said to be the most significant tendency of the new century." There is a large measure of truth in that. It is our misfortune that the drift has not been so pronounced in New England and Boston as in some other places.

Ex-Mayor Nichols has argued as earnestly as Mayor Curley for a Greater Boston of some kind, with manifest political, commercial, industrial and social advantages. Our present Mayor's successors will continue the argument until a Greater Boston is as much a fact as New York, London, Chicago and other great combinations of communities. We hope that Mayor Curley will revitalize the issue, keep it alive, appoint his Metropolitan Council immediately and not confine his educational campaign to Boston. It is in the surrounding towns and cities that the spirit of local self-government is strongest, and the people are most opposed to a merger.

Various proposals of the Mayor will get immediate and hearty support, although not perhaps in the exact form in which he makes them —after all, an inaugural address is an outline, a notice of purpose, and not a blue print. What he says of street car service in Huntington avenue is correct. The conditions in Governor Square are wretched. The beginning of public works to offset industrial depression is recommended generally. But nobody has yet had the initiative and force to put through these various projects, and the Mayor will be achieving much if he makes an actual beginning of the work.

The financial recommendations of the Mayor are bold and numerous. He would have Boston fix its own tax limit. He would remove restrictions upon borrowing for sewerage purposes. He would permit a 50 per cent. increase in the debt-incurring power of all towns and cities. He would reallocate the revenue from the gasoline tax. He would perhaps abandon the pay-as-you-go policy for schoolhouse construction. He would appoint a metropolitan district finance commission to supervise and report on all undertakings of metropolitan district commissions. These are striking recommendations, and they have a common factor. That is the desire of the Mayor to get a larger share of local control of local affairs. His suggestions will revive, perhaps, a wholesome discussion of the extent to which the State should go in its control of the various governmental units. Should they be safeguarded at every turn, or should they be allowed to "stew in their own juice" until they come to the very edge of bankruptcy and breakdown?

The various projects of the Mayor would cost a great deal. Can he find a municipal Alexander Hamilton who, as Daniel Webster said of the young wizard, struck the rock of national resources and made abundant streams of revenue gush forth? At any rate, the city should consider these frank proposals in the spirit in which the Mayor has made them— that of a broad, Metropolitan view and a look ahead for half a century.

HERALD 1/7/30

OUR PORT PROBLEM

The survey by the Department of Commerce of the foreign trade of the United States brings home to us anew the nature of the problem which the port of Boston has to solve. We are nearer Europe than any other Atlantic port except Portland, yet in 1914 we were fifth in the value of our exports to Europe and today we are fourteenth. While there is some encouragement in the fact that we hold our place still as second only to New York in the value of our imports from Europe, there is only a little comfort in learning that there has been a steady decline in exports to Europe passing through all our North Atlantic ports.

If the North Atlantic ratio of total exports to Europe has come down in fifteen years from 65 per cent. to 40 per cent., that cannot disguise the fact that Boston's exports now are only half what they were in 1914. The general decline is accounted for by the enormous expansion which has occurred in some other ports. Norfolk alone of the ports of the North Atlantic shows any gains, and these in fifteen years have been almost 500 per cent., but the jump in cigarette and tobacco exports accounts for that huge increase. Enormous gains have been made also by the ports of the Pacific coast, and Los Angeles records an increase of almost 12,000 per cent. This means, however, that the southern California metropolis, having acquired a port by taking over a strip of land to the coast, is now shipping vast quantities of petroleum and petroleum products from that new port.

Yet in spite of these phenomenal gains elsewhere, about two-fifths of all our European shipments pass through the ports of the North Atlantic, and nine-tenths of the total volume of these are handled from New York. Why does Boston rank below such cities as San Francisco and Seattle in these exports? When this port had a fair chance to compete for this business we got a good share of it. We fail now to get the share which our situation and facilities should yield us, because, as one of the main reasons, the ports to the south of us are allowed to capitalize their shorter railway hauls on grain against us, and we are not allowed to capitalize our shorter ocean hauls against them. When they had the advantage of the railway differential and we had the compensating advantage of the ocean differential, our port and those were on even terms. Now they have the one and we do not have the other. There lies the problem with which our Port Authority, our Maritime Association, and others of our commercial agencies, are struggling. We think, not altogether

HERALD 1/7/30


VISION
NORTH READING
WILMINGTON
READING
LYNNFIELD
PEABODY
BURLINGTON
WAKEFIELD
SALEM
MARBLEHEAD
WOBURN
STONE-HAM
SAUGUS
LYNN
SWAMP-SCOTT
LEXINGTON
WINCHESTER
MELROSE
LINCOLN
MEDFORD
MALDEN
ARLINGTON
REVERE
EVERETT
BELMONT
SOMERVILLE
CHELSEA
WALTHAM
CAMBRIDGE
WIN-THROP
WESTON
WATERTOWN
NEWTON
BROOKLINE
WELLESLEY
BOSTON
NEEDHAM
DEDHAM
DOVER
MILTON
QUINCY
COHASSET
WESTWOOD
BRAINTREE
NORWOOD
CANTON
RANDOLPH
GREATER BOSTON
THE FOURTH LARGEST
CITY
MAYOR CURLEY

HERALD 1/7/30

CURLEY LAUNCHES BIG SHAKEUP; CALLS FOR MANY RESIGNATIONS

SILVERMAN IS NAMED HEAD OF CITY LAW DEPT.

Maguire New Institutions Commissioner—Tague Assessor

MRS. MACDONALD ON ELECTIONS BOARD

Mayor Outlines Plans Calling for $15,000,000 Appropriations

By JAMES GOGGIN

Mayor James M. Curley signalized his assumption of the direction of the city government yesterday by unfolding plans for a variety of proposed improvements, entailing expenditures aggregating more than $15,000,000, of which he apportioned $10,000,000 for immediate street construction, and by changes in the personnel of the administrative municipal officials which forecast a sweeping reorganization of city departments.

Six high-salaried officials were released by the summary process of demanding their resignations and additional officials, whose resignations were insisted upon, will be replaced during the next few days.

MAKES APPOINTMENTS

The reception of a batch of resignations in the afternoon permitted the mayor to make these appointments:

Corporation counsel—Samuel Silverman, in place of Frank S. Deland, $9000.

Commissioner of public works—Joseph A. Rourke, in place of James H. Sullivan, who will be retired on a pension, $9000.

Street commissioner—Thomas J. Hurley, reappointed, $7500.

Institutions commissioners—James E. Maguire of East Boston, in place of William S. Kinney, $7500.

Election Commissioner, Democrat—Mrs. Colin W. MacDonald, in place of John D. Marks, $6000.

Principal Assessor—Peter F. Tague, in place of Horace Mann, $5000.

These appointments were sent to the civil service commission for approval and others will be similarly forwarded today and tomorrow.

Though no official admission was made, it is known that the resignation of City Treasurer Frank L. Brier was on the mayor's desk when he reached City Hall and that demand was made for the resignations of Traffic Commissioner William A. Fisher, Collector George H. Johnson, Commissioner of Soldiers' Relief John W. Reth, and an unnamed member of the transit board.

HULTMAN IN DOUBT

The status of Fire Commissioner Eugene C. Hultman, whom Mayor Curley threatened to remove if he had not resigned prior to the inauguration, was a matter of doubt and speculation last night.

That Hultman had made application to the mayor for reappointment was said to be a fact and when newspapermen asked the mayor, just before he left City Hall, last evening, if he proposed to remove Hultman, whose resignation is believed to have been presented, he replied: "I think that the fire commissioner has a great deal of ability."

"Do you propose to retain him?" the mayor was asked, and he answered: "He will be there for a few days at least."

The mayor had barely returned from a visit to the bedside of Mrs. Curley after the inaugural exercises, before he bombarded city officials, whose resignations he looked for, with demands for action which would remove them from their jobs.

The reception amid the profusion of flowers which claimed nearly all the space in the mayor's office, and which were later distributed among hospitals was short, but the largest gathering which has ever assembled at City Hall on inauguration day had an opportunity to grasp the hand of Mayor Curley.

DEMANDS ACTION

He was restless for action and the dilatory tactics of officials who refused to resign added to the complexities of the problem which he faced in placing the mayor's office on a business basis. In every move that he made throughout the day, it was obvious that he missed the companionship of Mrs. Curley, whose record of never having missed a public function in which he has participated for 24 years was broken by her inability to attend his inauguration for a third term which will bring his mayoral service to 12 years.

Political leaders were surprised by the announcement of Mayor Curley of the tender of the appointment of private secretary to Francis J. Brennan, his political confidant, at an annual salary of $5000. The compensation is $1500 less than was paid by Mayor Nichols to his secrtary, Edward F. Condon.

Acceptance of the appointment by Brennan has not yet been received and politicians declared that Brennan, who has been prominently mentioned for city treasurer, may not be content with the secretaryship.

SECRETARIAL STAFF

Other appointments made to his staff by the mayor included practically all of his secretaries who served during his previous administration. They were:

Assistant secretaries, Arthur B. Corbett, $4000; Frank B. Howland, $3500; Louis Barrasso, $2500; chief clerk, Cornelius Reardon, $3500; assistant chief clerk, John P. Mahoney, $3000; clerk, Frank Benson, $2500; chief stenographer, Joseph P. Hanlon, $3000; assistant stenographers, John A. Sullivan, $2700; Edmund Hoey, $2500; messenger, Frank T. Pedonti, $1600; chauffeur, Charles Mannion, $2600; telephone operator, Miss Alice Leonard, $2000.

The rent and housing committee was abolished by Mayor Curley, and the services of Herbert E. Ellis, who has been paid $75 per week and Benjamin Freedman, whose salary has been $47.95 per week, were abruptly terminated.

Chairman Thomas F. Sullivan called the mayor's attention to the fact that the unexpended balance of the appropriation Jan. 2, was $82.23, insufficient to meet the salaries of the two employes for the week.

The mayor quickly replied: "In my opinion the emergency responsible for the creation of the rent and housing committee no longer exists and such cases as may from time to time arise can very well be taken care of through the office of the corporation counsel."

NOTIFIES SULLIVAN

He notified Chairman Sullivan that the committee had ceased to exist and to drop the employes and instructed the corporation counsel to delegate an assistant to care for the matters which have heretofore been handled by the committee.

In the early afternoon the mayor was host to the city council at luncheon and to the councilmen he described [illegible] East Boston, [illegible]

Cont. 1 HERALD 1/7/30

plan, which seems to be his outstanding ambition, as well as other achievements which he is hopeful of accomplishing this year with the co-operation of the council.

His appeal to the council to become industrially and commercially minded for at least a year, and to abandon the policy of political mindedness, was indicative of his ambition to accomplish big things immediately.

Mayor Curley lauded President Hoover for "one of the most courageous things ever advocated, a program of industrial and commercial progress to minimize, if not end seasonal unemployment." He praised the idea of a co-ordination of federal, state and municipal expenditures, and committed himself wholeheartedly to co-operative support of the Hoover program.

He briefly touched on the crime wave in Boston, attributed it to unemployment, and said that it is akin to disease and poverty, ills which can not be corrected until some measure of prosperity is restored.

Prefacing his outline of East Boston development plans, with a resume of what Baltimore has gained from the acquisition of a cable plant, covering 56 acres and providing employment for 30,000, he committed his administration to the recreation of the industrial and commercial bureau and pledged himself to give every reasonable concession to industries which may be attracted to Boston.

"There is too much state interference with the affairs of Boston," he said, "and there is too much political mindedness. You councilmen are always trying to place men on the city payroll. Let us bring industries here and then there will be no need of trying to find city jobs for men. I know that I must say 'No,' to you at times. I've got to say 'No,' myself to others.

"I have an idea that in East Boston, provided that the commonwealth will agree to an extension of the lines of the airport and if the federal government will give Boston title to Governor's island, we may accomplish something worth while. We have the opportunity to create one of the greatest plants for the export business that any city has other than New York. If we use the proper kind of salesmanship we can create this huge plant, on land which can be reclaimed between the airport and the island, and sell space in it for assembly plants for industries engaged in international trade. I believe that we can provide employment for more men than are on the city payroll."

"I realize another tremendously important problem. I intend to confer with his excellency Gov. Allen and ask him to arrange a meeting with the heads of the New England railroads that we may adequately protect the Massachusetts end of New England's industrial and commercial welfare. I know that Gov. Allen will agree with me and that he will make known that it is the definite attitude of Massachusetts that there shall be no consolidation of New England railroads unless our primary aim of protecting our own end of New England is agreed to. We should and will insist upon electrification, at least in metropolitan Boston."

President Lynch pledged the council to full co-operation with the mayor's program. He injected a little partisan politics into his remarks with the statement that "some of us have enjoyed four yars of Republican prosperity and we are all looking forward to the enjoyment of four years of Democratic prosperity."

INTEREST AROUSED

The major recommendations in the inaugural address of Mayor James M. Curley provoked widespread interest throughout Greater Boston and business men praised his decision to start a building program in order to increase employment conditions.

Members of the school department welcomed his plan to reduce the portable schools to the minimum and citizens of South Boston declared that the rebuilding of the L street bathhouse would make the popular bathing place one of the most renowned on the Atlantic coast.

There was, however, considerable opposition to his recommendation to include all cities and towns wihtin 15 miles of the State House in metropolitan Boston and thus making Boston the fourth largest city in America. Mayor Richard M. Russell of Cambridge declined to comment until after study.

Mayor Russell said:

I have not had a chance to read Mayor Curley's inaugural address and consequently cannot state an opinion. Such a proposition as Mr. Curley proposes for creating a Metropolitan Boston requires lots of study. There are all sorts of pros and cons to it and I do not like to discuss it as yet and at least until I have had time to give the entire matter some study.

Other mayors indicated they would express formal opposition later.

Mayor John J. Whalen of Chelsea said he was opposed to any attempt to annex Chelsea to Boston and members of the Revere municipal government said they feared that annexation meant that "Chelsea and Revere would become dumping grounds for broken-down Boston politicians."

Mayor Whalen said:

I am against any attempt of Mayor Curley to bring about annexation of Chelsea to Boston. I believe that I am expressing the opinion of all the people in Chelsea in this matter. I favor improvements such as better transportation, better water works and other such developments that will benefit all the people.

Asked his opinion of Mayor Curley's plan of a Greater Metropolitan Boston, Mayor Michael C. O'Neil of Everett said last night:

"We are opposed to such a plan 100 per cent. We shall fight it from the drop of the hat."

Mayor William A. Hastings of Malden was of a similar mind. He said, "We are most certainly against it. Our hope is for a Greater Malden."

Traffic Commissioner William A. Fisher last night echoed Mayor Curley's suggestions for traffic improvement and declared he would support the mayor's plans for Boston and Charlestown.

"An underpass at Commonwealth avenue under Massachusetts avenue is an excellent plan and will expediate motor travel to a great degree," Mr. Fisher said.

Another of the Curley suggestions—an extension of the tunnel entrance at Governor square to a point further out Commonwealth avenue and Beacon streets—is also in accord with the traffic commissioners ideas. The square, one of the most congested in the city, would be cleared to a great extent with a benefit to the street car passengers as well according to Mr. Fisher.

An advisory planning board of 350 members in the creation of a 50-year plan for Boston as suggested in Mayor Curley's inaugural address was warmly lauded last night by Chairman Frederic H. Fay of the city planning division who declared it a method which has worked successfully in New York city, Philadelphia and Chicago.

The proposal which aims to appoint to its ranks members of religious, civic, financial, industrial, educational and labor organizations, was cited as the shortest way to educate the public to the needs of the city.

"Publicity is the most important item incity planning," he declared. "Proper publicity for any good improvement is necessary and working on this principle is what has been responsible for all our zoning laws here in Boston. To work up interest, the merits of a scheme must be sowed through the ranks of all groups and organizations. It is similar to the committee which every organization appoints to discuss a project.

LYNCH COUNCIL HEAD

The city council yesterday elected Councilman William G. Lynch of ward 7, South Boston, president for the year.

Organized rebellion against the dictates of a coalition of Democratic leaders, among whom were Sheriff Keliher, Ex-Mayor Fitzgerald and Chairman Henry E. Lawler of the city committee, robbed Edward M. Gallagher of three of the 14 votes which he received in the caucus, but which he lacked when the result of the first ballot was announced.

So certain were the Gallagher adherents of victory that they gave the vote for president precedent over all other business. He polled 11 votes on three ballots, but the desertion of Councilman John F. Dowd of Roxbury, who was alleged to have declared in the caucus that he was supporting Gallagher at the request of Mayor Curley, gave the opponents of the Brighton councilman a chance to switch en masse to Lynch and give him the 12 votes necessary for election.

Lynch did not appear as a candidate until the fourth ballot. The opposition to Gallagher concentrated on John I. Fitzgerald for three ballots, and the declaration of Dowd that he intended to vote for Lynch elminated the West end councilman and paved the way for an unexpected selection of a president.

On the three ballots the 11 supporters of Gallagher were: Arnold, Cox, Curtis, Dowd, Englert, Fish, Gallagher, Hein, Kelly, Norton and Power.

The Fitzgerald votes were cast by Bush, Donovan, Fitzgerald, Gleason, Green, Lynch, Mahoney, McGrath and Ruby. Councilman Wilson voted for Bush and Murray for Cox.

On reconvening in the afternoon the council elected ex-Councilman Thomas W. McMahon of ward 15, Dorchester, document clerk on the staff of the city messenger at a salary of $2750 per year. The job was created by the 1929 council and was intended for ex-Councilman Peter J. Murphy of Hyde Park but he met such strong opposition from McMahon that he fell by the wayside in the secret caucus at which the result was determined.

ALL WELL KNOWN

Mayor Curley's first appointments bring to new or increased importance at City Hall several well known in the official and political life of the city. Mrs. Colin W. MacDonald, appointed an election commissioner, is considered one of the ablest woman politicians developed since women were given the ballot. She is vice-chairman of the Democratic state committee and was director of the women's division of the Curley campaign. She has been prominent at Democratic state and national conventions.

Samuel Silverman, new corporation counsel, has been an assistant to the chief law officer of the city during the Peters, Nichols and the last Curley administration. Young and aggressive, he is well trained in the work of his new position and regarded as an authority especially on tax and railroad rate problems. He was born in 1892 and is a graduate of Boston Latin and the Boston University law school, an official of several Jewish organizations and a prominent Zionist.

Joseph A. Rourke, the new commissioner of public works, held the position during the last Curley administration. He is a graduate of Worcester Polytechnic Institute and [illegible]

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nas served the city in several departments.

Peter F. Tague, who was appointed a principal assessor, was a member of Congress 10 years from the 10th district, figuring in several memorable battles with Martin M. Lomasney, who finally retired him by supporting the present representative, John J. Douglass. Before he went to Congress he served several terms in the Massachusetts House, and was Democratic leader there. He is a chemist and a life-long resident of the Bunker Hill district.

James E. Maguire, editor and owner of the East Boston Free Press, who was made institutions commissioner, has long had important place in the public and political life of East Boston. This is his first important public office. He is a Harvard man and a lawyer, and prominent in the Knights of Columbus, and was once secretary to John F. Fitzgerald.

Thomas J. Hurley, reappointed street commissioner, has been connected with the work of the Boston street department for many years, and is one of the outstanding veterans of the municipal service, which he first entered in 1883. He was born in Liverpool in 1864, and lives in Roxbury.

TWOHIG MOVES FOR METROPOLITAN AREA

A swift re-action to that section of Mayor Curley's inaugural address relating to his ambition to create a Greater Boston is seen in a House resolve filed yesterday afternoon by Representative James J. Twohig of South Boston seeking the establishment of a special legislative commission to study the possibility of consolidating all cities and towns within a radius of 10 miles of the State House into one metropolitan area.

Mr. Twohig now is on friendly terms with the mayor and campaigned for him in the recent municipal election.

ASKS FIRMS DOUBLE UNDERGROUND WORK

Mayor Curley Urges Conference, Declaring It Will Avoid Unemployment

The doubling of the underground conduit work scheduled for the current year by the Edison company, the New England Telephone Company, the Boston Low Tension Wire Association, the Charlestown Gas & Electric Company, the Elevated Railway, the Postal and Western Union telegraph companies, and the fire and police departments, will be urged by Mayor Curley at a conference with officials of the companies, Wednesday afternoon.

The mayor believes that it will be possible to double the mileage of conduits planned to be laid this year, and thereby provide employment to twice the number of men. He has asked the officials of the companies to confer with him in person, or to delegate engineers to represent them, and has instructed Police Commissioner Wilson and Fire

Curley Would Have Planning Board of 350 for City's Needs

Favors a Greater Boston, Representation on Metropolitan Commissions, Loans For Schoolhouses

In his inaugural address, delivered at Symphony hall, to a visible audience of 4000 within the beautifully decorated auditorium, another gathering of 1000 outside the building, and to many thousands of radio listeners, Mayor Curley briefly discussed what he hopes to achieve during the coming four years.

His plans call for immediate and constructive action which will give Boston prestige for prompt co-operation with the Hoover program to relieve unemployment. Building projects, which need not be deferred until the end of the winter, will be started immediately if he is able to obtain the acceptance of specific plans.

Mayor Curley renewed his support of a Greater Boston, spoke favorably with reference to an investigation of the borough plan of government, advocated representation of the cities and towns of the metropolitan district upon district commissions, and suggested legislative changes in laws pertaining to taxation and municipal debt.

A city planning board of 350 men and women representatives of every element in Boston life, which will prepare a program for a period of 50 years, is, he believes, a vital municipal need, and one which he will speedily meet by the organization of such a board.

The speeding up of construction at the City Hospital, that employment may be provided to the building trades, and that the definite program of expansion will be completed in 1932, is another plan. In that year, the mayor promises that Boston will have an unexcelled hospital center.

LOANS FOR SCHOOLHOUSES

The "pay as you go" method of financing school construction should be replaced by the old method of meeting such costs by municipal loans. With but $9,900,000 outstanding debt on school properties valued at $42,000,000 he believes that the time is opportune to return to the former financial policy. His plans are to reduce to the minimum portable schools and to provide a seat for every pupil in permanent structures.

For necessary street construction, which will cost $50,000,000, he recommended a municipal loan of $10,000,000. The establishment of branch libraries at the rate of two per year for a period of 20 years was another recommendation.

The completion of Columbus Park and the Strandway in South Boston, upon which $1,600,000 was spent during his previous administration, will require $750,000. He outlined a new bathhouse, with a solarium, provision for hot salt water bathing in the winter, bleachers to hold 10,000, and the beautifying of the waterfront park.

A campaign pledge to provide bathing facilities at the Bayswater section of Orient Heights was responsible for a recommendation for the expenditure of $1,000,000 for a waterfront park there.

In Charlestown, the principal needs he sees is the repaving of Bunker Hill street; the installation of a white way, at a cost of $150,000, and the installation of new street lights and traffic signal lights along Chelsea street.

FOR RAPID TRANSIT

Notice was given that demand will be made on the directors and trustees of the Elevated to accept the act permitting the extension of the subway under Governor square and Mayor Curley suggested the extension of the Boylston street subway to Tremont and Francis streets or to Brookline village would relieve traffic conditions on Huntington avenue.

Vigorous objection was voiced to continuance of the dominance of metropolitan district commissions over Boston and the other cities and towns in the district. The mayor intends to seek legislation which will give the district representation on the commission and which will recognize the mayors of cities and the chairmen of selectmen of towns as an advisory body, to which all matters of importance to the district must be submitted.

A golf course in Roxbury, already authorized, should be laid out that employment can be given to heads of families in need of work.

Legislation to permit Boston to fix its own tax limit and which will authorize a 50 per cent. increase in the debt limit of all cities and towns will be presented to the Legislature within the next few weeks.

Distribution among the cities and towns of the state of one-half of the revenue from the gasoline tax will also be demanded in a legislative petition, and it will be specifically set forth that such revenue shall be used only for permanent highway construction within the limits of cities and towns and that the work shall be done by the municipalities.

SOLDIERS' MEMORIAL

A suggestion was made that a long delayed memorial to the soldiers, sailors and marines would be a state court building at Mt. Vernon, Joy and Beacon streets.

Contemplated street widenings include L street from the army base to the Strandway, Preble street from Dorchester avenue to the Strandway, Dorchester avenue, from Fort Point Channel, south, Devonshire street, Postoffice square and Beach street.

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SEEN AT CURLEY INAUGURATION



Curley Starts with Best Wishes of Allen

The Curley administration begins with cordial relations between the State House and City Hall. Gov. Allen late yesterday sent a telegram to the mayor extending hearty congratulations and best wishes for a successful and progressive administration.

Named Assessor



PETER F. TAGUE
Appointed principal assessor by Mayor Curley.

Features of Mayor's Address

Expenditure of $10,000,000 outside the debt limit for acceptance and construction of streets on which homes and business establishments have been built, conforming to President Hoover's prosperity program.

Improvement of car service by extending Boylston street subway to Brookline Village; building an underpass for vehicles at Massachusetts and Commonwealth avenues and better car service on Commonwealth, Huntington and South Huntington avenues and Beacon and Centre streets.

Build Boston into the fourth largest city in the country by including all cities and towns within a 15 mile radius of the State House in a real metropolitan Boston.

Return to the loan policy on school lands and buildings, build schools until only normal growth requirements are met and portable schoolhouses are abolished.

Extend the Boston airport to Governor's island by filling in the flats.

Create a committee of 350 representing religious, educational, labor, industrial, commercial, civic and financial organizations to function as advisory committee to city planning board on 50-year plan for Boston.

Develop Bayswater section of Orient Heights at outlay of $1,000,000; complete Strandway project at cost of $750,000 and rebuild the L street bathhouse.

Electrify all railroads entering Boston.

Establish a permanent memorial to the founders of Massachusetts bay colony and to the sailors, soldiers and marines who made the supreme sacrifice.

Mrs. Curley Hears the Inaugural by Radio

Mrs. Mary Curley, who was deeply moved yesterday by listening to the broadcast of the inauguration of her husband as mayor of Boston over a radio at their home in Jamaica Plain, was greatly fatigued last night. Yesterday's was the first Curley inaugural which she has been unable to attend.

John Curley, a brother of the mayor, who has been ill with appendicitis, was so much improved last night that physicians decided that an operation would not be necessary. He also heard the inauguration broadcast.

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SILVERMAN AND TAGUE APPOINTED BY CURLEY

Former Named Corporation Counsel, Latter Gets Assessor Post—Maguire, Mrs Macdonald and Rourke Also Among Official Family

Hultman Confers With Mayor But Nothing Is Made Known Regarding Fire Position

Executive Asks Utilities Here Increase Projects For 1930 To Provide Employment

Four appointments and one reappointment were announced early last evening by Mayor James M. Curley at the close of his first day at City Hall as chief executive of the city for a third time. The appointments were in addition to the new Mayor's first and only appointment of the forenoon, that of former head of the Public Works Department, Joseph A. Rourke, to his old position.

In the course of his first day Mayor Curley also abolished the Rent and Housing Commission, directing that the duties of the commission be assigned to an attache of the city Law Department. He also made known the personnel of his office at City Hall, although he added that some of those named had not yet given their word of acceptance.

Calls Utilities Conference

Mayor Curley also took a step toward remedying the acute unemployment situation by calling a conference of representatives of several public service corporations to discuss the possibility of doubling the four miles of underground mileage that these corporations are required by law to lay each year.

It was rumored at City Hall that the Mayor had requested six or seven resignations, but of these he said nothing last night when he conferred with the newspapermen and gave them what information he had for the public. Fire Commissioner Eugene C. Hultman had a conference with the Mayor late yesterday afternoon, but last evening, when the reporters asked the Mayor what it amounted to he replied that he was not ready to make any statement as regards the position of head of the Fire Department. Mayor Curley said he would have another talk with Commissioner Hultman in a few days. Ex-Senator Edward F. McLaughlin of Jamaica Plain has been mentioned prominently for this place.

Silverman Succeeds Deland

Mayor Curley rewarded the services of Samuel Silverman of 63 Nottinghill road, Brighton, assistant corporation counsel, by appointing Silverman as corporation counsel at $9000 a year. Silverman has been in the city Law Department since March, 1919. He replaces Frank S. Deland.

Ex-Congressman Peter F. Tague of Charlestown was appointed principal assessor at $5000, succeeding Horace B. Mann of Dorchester.

James E. Maguire, editor of The East Boston Free Press, was appointed to the office of institutions commissioner at $7500. The place is now held by William S. Kinney.

Mrs Colin W. Macdonald of New Heath st, Roxbury, is given a $6000 one-year appointment as a member of the Board of Election Commissioners. She replaces John D. Marks, formerly secretary of the Board of Appeal of the Building Department, who only a few weeks ago was made election commissioner by Ex-Mayor Nichols, replacing Ex-Senator Patrick H. O'Connor, resigned.

Sullivan May Retire

Joseph A. Rourke as commissioner of public works at $9000 will replace Commissioner James H. Sullivan, who has been in the employ of the city since 1888. Sullivan, who lives in Melville av, Dorchester, was made head of the Public Works Department in 1926 by Ex-Mayor Nichols. Sullivan is eligible for retirement and it is expected that he will take steps today to submit his retirement papers.

Mr Rourke is a graduate of Worcester Polytechnic Institute, class of 1887, and has been continuously employed in engineering since graduation. He entered the employ of the city of Boston in 1896, again as [illegible]

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SAMUEL SILVERMAN
Corporation Counsel



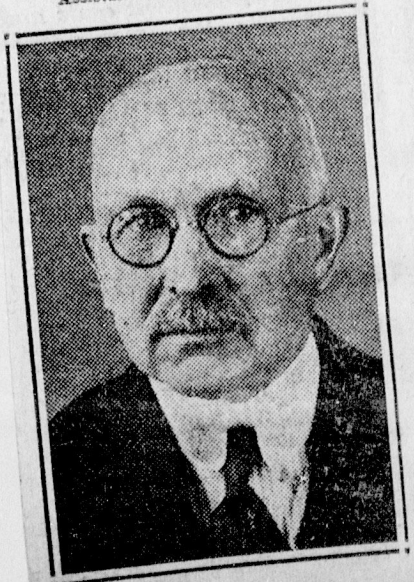
MRS COLIN W. MACDONALD
Election Commissioner



ARTHUR B. CORBETT
Assistant Secretary to Mayor



JAMES E. MAGUIRE
Penal Institutions Chief



JOSEPH A. ROURKE
Commissioner of Public Works



PETER F. TAGUE
Principal Assessor

Contd

he served in the Boston Transit Commission, the sewer service, City Engineer's Department, bridge and ferry division, water service and as engineer in charge of the high-pressure fire service. From 1922 until 1925, inclusive, he was commissioner of public works of the city, which position he resigned in January, 1926. Since that time he has been engaged as consulting engineer. Mr Rourke is a member of the American Legion.

Hurley Is Reappointed

The Street Commissioner reappointed by the new Mayor was Thomas J. Hurley of Commonwealth av, Allston, who has been chairman of the Street Laying-Out Department since 1925. He has been in the employ of the city since 1898.

Mayor Curley announced the Mayoral office force as follows:

Secretary, Francis J. Brennan, $5000.
Assistant secretary, Arthur B. Corbett, $4000
Assistant Secretary, Frank B. Howland, $3500.
Assistant secretary, Louis Borrasso, $2500.
Chief Clerk, Cornelius Reardon, $3500.
Assistant chief clerk, John P. Mahoney, $3000.
Clerk, Frank Benson, $2500.
Chief stenographer, Joseph P. Hanlon, $3000.
Assistant stenographer, John A. Sullivan, $2700.
Assistant stenographer, Edmund Hoey, $2500.
Messenger, Frank T. Pedonti, $1600.
Chauffeur, Charles Mannion, $2600.
Telephone operator, Alice Leonard, $2000.
Chief, licensing division, John M. Casey, $4000.
Clerk, licensing division, Joseph J. Mikolajewski, $2500.

There is some question whether Francis J. Brennan will accept the position of secretary to the Mayor. Brennan was treasurer of the Curley campaign committee and has for years been a close friend of the Mayor. At times in the last few weeks Mr Brennan had been named for the office of city treasurer by political wiseacres, guessing whom the new Mayor would pick for this place and that.

Casey Held in Office

It will be noted that the Mayor continues in his office personnel John M. Casey, more popularly known as the city censor and Casey's assistant, Joseph J. Mikolajewski. Casey has been in the employ of the city for more than a quarter-century.

With a desire to minimize the unemployment situation, if possible, the Mayor yesterday sent a letter to those listed below:

Charles L. Edgar, president, Edison Electric Illuminating Company; Matt B. Jones, president, New England Telephone and Telegraph Company; Charles L. Hill, secretary, Boston Low Tension Wire Association; Frank J. Bartlett, president, Charlestown Gas and Electric Company; Charles Gibbons, manager, Postal Telegraph and Cable Company; Edward L. Dana, general manager, Boston Elevated Railway Company; George L. McAvoy, manager, Western Union Telegraph Company; Herbert A. Wilson, Commissioner of Police; Eugene C. Hultman, Fire Commissioner.

"Under existing law public service corporations are required to lay each year four miles of underground conduit," the letter said.

"With a view to reducing in some measure unemployment, I have arranged a conference at the office of the Mayor, City Hall, Boston, for Wednesday, Jan 8, at 3 p m, which I sincerely trust you will find it possible to attend for the purpose of determining upon a program whereby the underground conduit mileage may be doubled during the year 1930."

Two Lose Housing Posts

Herbert E. Ellis, adjuster at $75 a week, and Benjamin Freedman, adjuster at $47.95 a week, are out of the city service with the abolishing of the Rent and Housing Commission. Ellis had been in the Rent and Housing Department since 1920. Freedman was

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formerly attached to Mayor Nichols office force.

Mayor Curley decided that the department was no longer a necessity after a communication from Col Thomas F. Sullivan, chairman. Col Sullivan advised the Mayor that the unexpended balance of the committee at the close of the business day, Jan 2, was $82.23, and he awaited instructions.

Mayor Curley's reply follows:

"I beg to acknowledge receipt of communication this day directing my attention to the fact that the funds available for the conduct of the Rent and Housing Committee have been exhausted. In my opinion the emergency responsible for the creation of the Rent and Housing Committee no longer exists and such cases as may from time to time arise can very well be taken care of through the office of the Corporation Counsel.

"You are accordingly requested to notify the adjuster of the Rent and Housing Committee and his assistant that their services as employes of the City of Boston and the Rent and Housing Committee are no longer required, and further to notify the Corporation Counsel that the activities heretofore conducted through the Rent and Housing Committee be assigned for conduct to one of the employes of the Law Department."

Tague Has Long Career

Peter F. Tague has had a long and stormy political career. He was a member of the Common Council of Boston in 1894, 1895 and 1896, Massachusetts House in 1897, 1898, 1913 and 1914 and of the State Senate in 1899 and 1900 and he was a member of the 64th, 65th, 66th and 67th Congresses. He was born in Charlestown in 1871 and was married there in 1900 to Miss Josephine Fitzgerald, daughter of Mr and Mrs James Fitzgerald. For 13 years after he has been leader of the House he remained out of political office and devoted his time to being a manufacturing chemist.

He went to Congress first in 1915, succeeding the late Congressman William J. Murray, who had been appointed postmaster of Boston.

In 1919 he was apparently defeated by John F. Fitzgerald, who took his place in Congress but a recount unseated Mr Fitzgerald and Mr Tague resumed his old chair at Washington to represent the 10th District.

At the height of his career he was looked upon as one of the leading Democrats in Congress, but unfortunately for him he made many enemies, among them Martin Lomasney of old Ward 8, who had been his friend and adviser. Lomasney took up the cause of John J. Douglass, the present District 10 Congressman and in the Congressional contest, one of the most bitter Boston has ever seen, Tague was eliminated. In Congress he opposed prohibition, favored increasing the personnel of the Navy, and fought all efforts to raise the tariff.

Maguire's Success Predicted

Friends of James E. Maguire predict that he will give the best administration of the penal institutions that they have ever had. He has a knowledge of all of Boston's numerous departments which few men possess and as a lawyer, a newspaper editor and an executive he has always been a success.

Even those who have in the past opposed Mr Maguire politically agree that Mayor Curley has shown excellent judgment in picking him to head the department of penal institutions.

Mr Maguire has devoted much of his time, since he was a young man, to working for the East Boston district, in which he had his home and his business. He has fought for every improvement that has come to the district and it is said that he has often sacrificed friendships when they stood in the way of the betterment of East Boston.

He was twice a candidate for Congress from the district and despite the powerful machine he had to buck he made wonderful showings.

Of him a group of voters once said in a signed document which was circulated throughout the Congressional district, "Mr Maguire inspires confidence. With a faultless personal reputation and a willingness to serve public welfare without compensation in the past, he can be trusted to make every consideration in office secondary to the interests of his constituents."

An Editor Since 1908

He has been the editor and publisher of the East Boston Free Press since 1908 and a member of the bar since 1899. From 1895 until 1901 he was secretary to Congressman Fitzgerald. Besides being prominent in all municipal affairs, he is a member of the Knights of Columbus and of the Massachusetts Catholic Order of Foresters.

To aid him in his work as Penal Commissioner he possesses an education that was acquired by hard work in the Emerson School, East Boston High School, Harvard College, Georgetown Law School and Boston University Law School.

Before he announces his plans in connection with the penal institutions he says he is going to study them carefully. Politics, he declares, will have no place in their management.

Silverman Succeeds in Work

The rise of Samuel Silverman in his chosen profession of law, climaxed yesterday when he was selected as Corporation Counsel of the city of Boston for the next four years at a salary of $9000 a year, matches any "success story" of recent years.

One of a family of five children of comparatively poor parents who conducted a South End grocery store, Silverman was obliged to work his own way through law school, beginning his studies immediately on completion of his high school course, because he could not afford to attend college.

The goal of his early ambitions was achieved yesterday when Mayor James M. Curley called him into his office and informed him that he was to be the Corporation Counsel. He is the first man to be selected from within the city Law Department, where he has been assistant corporation counsel for 11 years, to be head of the department.

Good Wishes Pour In

The 37-year-old attorney, a veteran in municipal law, was besieged by well wishers at City Hall and it was after 8 o'clock before he arrived at his home at 63 Nottinghill road, Brighton, where scores of relatives and friends, apprised of the appointment by news radio broadcasts, were gathered to felicitate him.

Silverman had no idea of the Mayor's plans.

Corporation Counsel Silverman has had an enviable record as assistant. He has handled most of the major problems during the past four years, has done most of the opinion work and handled most of the special hearings. It was Silverman who was in charge of the rate differential case in Washington, the telephone rate case, the Finance Commission hearings in connection with the Exchange-st widening and the back-tax case.

He will be confronted with important problems during the coming administration also. He faces the gas rate case, the electric rate case and the Mayor's legislative program.

Born in South End

Silverman was born in the South End, May 7, 1892, the son of Mr and Mrs Jacob Silverman, who now make their home in Dorchester. As a lad he worked in his father's grocery store and even before his high school days had decided that he was going to be a lawyer. He attended Boston Latin School.

To enter law school, he was obliged to get night work and succeeded in obtaining employment with a candy concern which placed slot machines in the various theatres. It was "Sammy's" job to collect the money each night and he was busy after school hours during his course at Boston University Law School, from which he was graduated in 1914.

He was admitted to the bar the next year and in the Fall was elected Representative from old Ward 9 in the South End. He served only one year when the ward was split up and devoted himself to the private practice of law. In 1919 he was appointed assistant corporation counsel by Mayor Andrew J. Peters.

He continued through Peters' administration and during the terms of Mayor Curley and Mayor Nichols.

He was married to Beatrice Rosenberg of New York city in New York in 1918. They have two children, Sarah Jane, 7, and Fred L., 3. Silverman has a brother and three sisters.

Mrs Macdonald a Leader

The lone political crusader of her family, Mrs Colin W. Macdonald of Roxbury, leader of the Democratic women of Massachusetts, has received her first political job, that of election commissioner.

For some 30 years Mrs Macdonald has been active in political work. Her husband, the "family physician" of Roxbury for more than 40 years, and her three children have held aloof from any militant political party. Mrs Macdonald herself never sought public office.

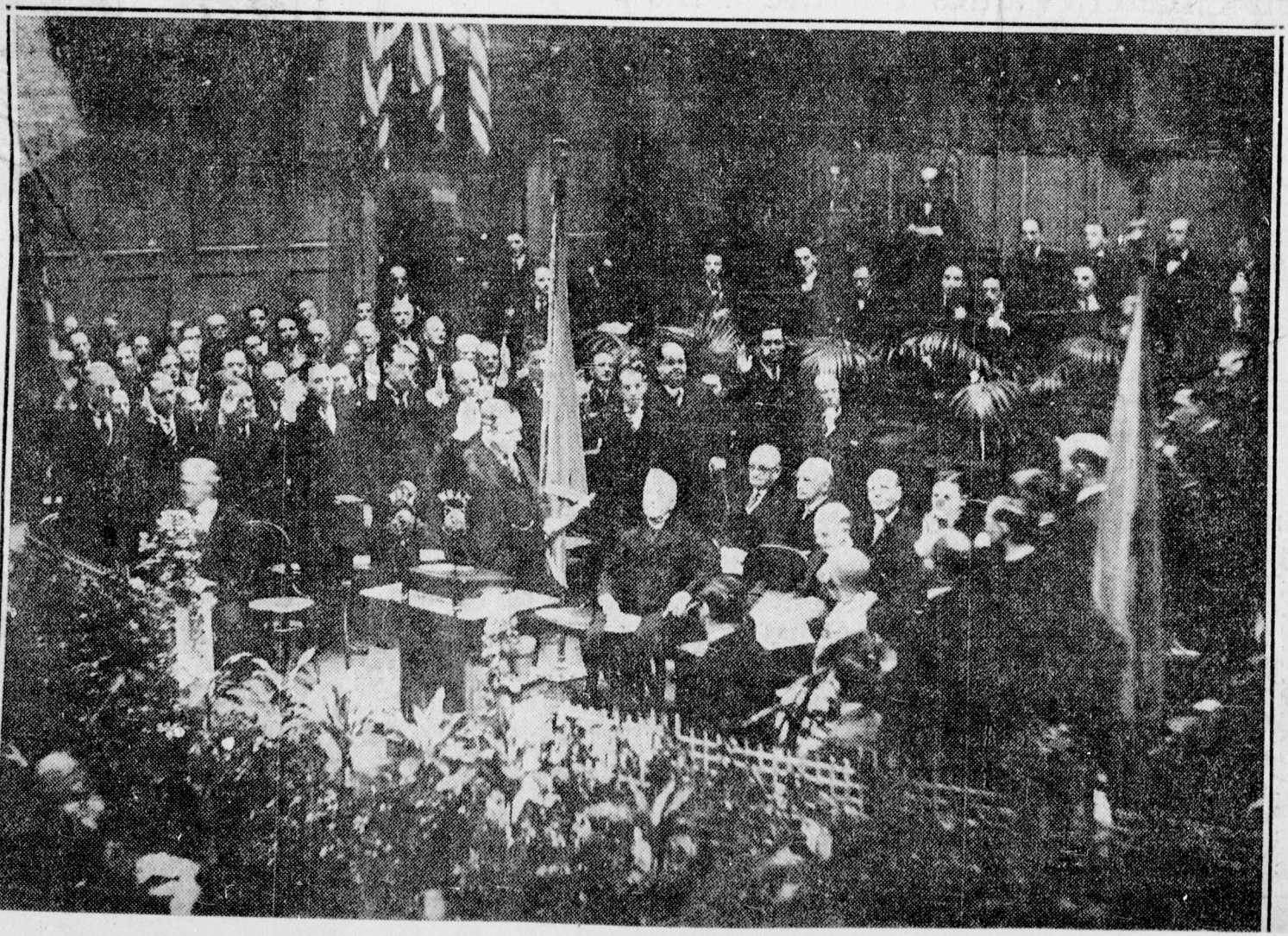
While she has proved herself an ideal leader, Mrs Macdonald has not permitted her outside work to interfere with her family life. She has raised her family carefully and never neglects the children.

She has twice represented the State—at the Democratic national convention of 1925 at New York city and the convention of 1929 at Houston. She has been vice chairman of the Democratic State Committee for 10 years and in full charge of the women's division.

Although she has never studied the technical work of the Election Commission, Mrs Macdonald has no worries about what will happen there.

Mrs Nina M. Gevalt (incidentally a Republican) will surely give me advice that I need, while Senator Mulvey is the Senator from my own district and a close friend," Mrs Macdonald said. "I won't lack advisers on the technical part."

MAYOR CURLEY AND CITY COUNCILORS TAKE OATH AT INAUGURATION CEREMONY AT SYMPHONY HALL



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Post 1/7/30

CURLEY NAMES NEW OFFICIALS



MAYOR JAMES M. CURLEY
Photo shows a closeup of the Mayor, with baskets of flowers all around, received from his admirers.

Hurley Keeps Present Job as Head of Street Board

HULTMAN HAS NOT YET RESIGNED POST

Veteran City Censor Casey Continued in Position

Launching his inaugural programme on a 50-year plan for the development of the city, Mayor Curley yesterday opened his third administration at City Hall by accepting the resignations of five prominent city officials and naming in their places cabinet members of his own choice.

Fire Commissioner Eugene C. Hultman was not among the office holders to quit yesterday, although early reports had him slated to retire with former Mayor Nichols. But he held two short conferences with the new chief executive after the inauguration ceremonies at Symphony Hall, and he has an appointment for another meeting in the Mayor's office in a day or two.

It was distinctly evident last night at City Hall that a number of the department heads in the Nichols administration had no intense desire to resign. Their identity, however, was held secret by the new Mayor.

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He announced that subject to the approval of the State Civil Service Commission, he had nominated five new cabinet members, including Mrs. Colin W. MacDonald, vice-chairman of the Democratic State committee, to replace officials of the previous regime, whose resignations were on his desk.

Mrs. MacDonald whose home is at 1 New Heath street, Roxbury, was appointed to the $6000 post of election commissioner to succeed John M. Marks, who was given the berth by former Mayor Nichols within the past month. During the recent campaign and in the Presidental campaign, she was actively working under the Curley banner.

Silverman Promoted

To the $9000 position of corporation counsel, Attorney Samuel Silverman of Brighton was appointed in place of his former chief, Corporation Counsel Frank S. Deland, who voluntarily presented the Mayor with his resignation yesterday. As assistant corporation counsel, Mr. Silverman was one of the most active members of the city law department in the past 11 years.

Former Congressman Peter F. Tague of Charlestown, who was a candidate against Mr. Curley in the mayoralty campaign of 1917, but later became an ardent friend, was selected by the Mayor for the $5000 post on the Board of Assessors, succeeding Assessor Horace B. Mann, Republican appointee of former Mayor Nichols.

James E. Maguire, East Boston editor and well known in official circles, was chosen by the Mayor for the $7500 post of Institutions Commissioner vacated by Attorney William S. Kinney, who has been in charge of the expansion of the Long Island Hospital for the past four years.

Rourke to Works Chief

For the key position of Public Works Commissioner with a salary of $9000 a year, the Mayor named Joseph A. Rourke, reputed one of the best water engineers in the East. He will replace Commissioner James H. Sullivan, who has been in the service since 1888 and is now preparing to retire and go on the pension list, having passed his 70th birthday.

The Mayor announced the reappointment of Chairman Thomas J. Hurley of the Street Commission at a salary of $7500, whose term expired yesterday. According to reports, Street Commissioners John J. O'Callaghan and Major Charles T. Harding are also slated for another term.

In announcing the changes in the personnel of the new cabinet, the Mayor also revealed the organization of his official family, picked to serve in the private office during the next four years.

Brennan to Be Secretary

This provided the surprise of the day for he nominated Frank J. Brennan, treasurer of the Curley campaign fund, as his confidential secretary at a salary of $5000 a year. It was reported that Mr. Brennan had been offered the $9000 post of city treasurer, but had expressed a reluctance to fill an official position. Under the first Curley administration, he served as a member of the Board of Street Commissioners with Frank A. Goodwin, now chairman of the Finance Commission, and during the last term he was in the Mayor's inner office.

That Mr. Brennan may yet insist upon his desire to remain in private life was indicated last night when the Mayor warned that the appointments to his official staff had not been definitely accepted. Practically the same office staff that served under him from 1922 to 1926 has been named for 1930-34.

These appointments, announced by the Mayor, included Assistant Secretary Arthur B. Corett at $b4000, Assistant Secretary Frank B. Howland, $3500; Assistant Secretary Louis Barasso, $2500; Chief Clerk Cornelius Reardon, $3500; Assistant Chief Clerk John P. Mahoney, $3000; Clerk Frank Benson, $2500; Chief Stenographer Joseph P. Hanlon, $3000; Assistant Stenographer John A. Sullivan, $2700; Assistant Stenographer Edmund Hoey, $2500; Messenger Frank T. Pedonti, $1600; Chauffeur Charles Mannion, $2500, and Telephone Operator Alice Leonard, $2000. Except for the private switchboard operator, men will comprise the Mayor's office staff.

In Tribute to Wife as She Sits at Radio

Mrs. James M. Curley sat beside the radio in the sick room of her Jamaicaway home and heard the entire inauguration programme at Symphony Hall, when at the last minute her medical specialist, insisted that she could not accompany her husband to the exercises with other members of the family.

In tribute to her, Mayor Curley said: "Included in the invisible audience is one who has been at my side for 24 years at every public function, and who would be here today had it not been that God willed otherwise. For her I ask the prayers of all."

Censor Casey Reappointed

City Censor John M. Casey was reappointed to the post of chief of the licensing division in the Mayor's office at $4000 a year, a position which he has held for more than 26 years. And Joseph J. Mikolajewski of South Boston again was named as his assistant with a salary of $2500.

The rent and housing committee, which was placed on a Civil Service basis just before the New Year, was abolished last night by the Mayor, and its two workers notified that their services were no longer required in that the emergency for which the office was created during the housing shortage no longer existed. This action was taken after the Mayor had been notified that the funds for the committee had been practically exhausted.

The two adjusters on the payroll in the rent and housing office to go are Herbert E. Ellis and Benjamin M. Freedman. The Mayor notified the law department to assign one of the assistant corporation counsels to take up whatever rent and housing complaints that may be made at City Hall in the future.

Calls Utility Heads

After clearing the desk of pending resignations and appointments, the Mayor immediately made plans to call a conference of the prominent officials of public utility corporations in the city at his office tomorrow afternoon at 3 o'clock.

The purpose of the conference, the Mayor explained, was to obtain the co-operation of the public utility interests in providing the construction of more underground conduits, beautifying the streets and giving work to the unemployed.

Under the law, the public utility corporations are required to lay each year at least four miles of underground conduits instead of stringing their wires along street poles. The group invited to confer with the Mayor included President Charles L. Edgar of the Edison Company, President Matt B. Jones of the New England Telephone, Secretary Charles L. Hill of the Boston Low Tension Wire Association, President Frank J. Bartlett of the Charlestown Gas & Electric Company, Manager Charles Gibbons of the Postal Telegraph, General Manager Edward Dana of the Elevated, Manager George L. McAvoy of the Western Union, Police Commissioner Wilson and Fire Commissioner Hultman.

Hultman "Man of Ability"

Asked if Fire Commissioner Hultman would be on the job tomorrow, the Mayor declared that the fire commissioner, from all reports, was "a man of ability." Further than that the Mayor would offer no comment regarding the fire post.

It marked the end of a busy inauguration day for the Mayor who was going at top speed from early morning under the strain of anxiety regarding Mrs. Curley, who for the first time, on account of illness, was unable to be present at the side of her husband on his inaugural.

While she had shown some improvement yesterday morning, Dr. Martin J. English, the Curley family physician, urged Mrs. Curley to remain at home and she listened to the inaugural over the radio.

Although the inauguration exercises before a capacity crowd at Symphony Hall were simple and brief, they were none too short for the chief figure at the services. As soon as the programme was ended, within an hour and a quarter, the new Mayor raced to his home in Jamaicaway to visit Mrs. Curley before continuing the schedule which called for the public reception at City Hall.

Mgr. Haberlin Present

In the presence of Mgr. Richard J. Haberlin, vicar-general of the archdiocese, Mayor Curley's pastor, the Rev. James F. Kelly of Our Lady of Lourdes Church, Jamaica Plain, opened the services with prayer.

Chief Justice Arthur P. Rugg suspended the session of the Supreme Judicial Court to go to Symphony Hall, under escort of Sheriff John A. Keliher, to administer the oath of office to the Mayor. Mayor Curley then swore in the 22 members of the Council and delivered his inaugural address of less than 6000 words, believed to be the shortest on record.

Host to the new City Council at luncheon at the Parker House, Mayor Curley again stressed the chief points in his inaugural address. He pointed to the necessity of carrying out public improvements, not in a narrow, limited way, but on a comprehensive plan that will reflect in the progress of commerce and industry here for the next half century.

Lauds Hoover Plan

He praised President Hoover's programme of industrial and commercial progress through public improvements on the part of the national, State and municipal governments, working in co-operation, for the purpose of reducing to a minimum seasonal unemployment.

Poverty, disease and crime were the three evils which have afflicted humanity from the start of civilization and all three trace their source to economic conditions, the Mayor said, explaining that for this reason the chief function of government should be the promotion of a programme of industry and progress.

Cont 2

Post 1/7/30

For $15,000,000 Improvements

On behalf of the city, he outlined public improvements costing more than $15,000,000 as a start, urging the City Council to co-operate in the development of Boston so that it will attract industry giving employment to thousands.

The trouble with the city has been that it was "political minded," the Mayor told the Councillors, adding that State interference has been another disease to overcome. Instead of seeking to place men on the city payroll, he said that the new type of official must work to bring in commerce that will with a single plant put to work more than twice the 18,000 in the city service.

As an instance, he cited the proposed extension of the airport to Governor's Island, providing sufficient land for great industrial plants with facilities to ship their products by air, rail and steamer.

Electrification of Railroads

The electrification of the railroads in Metropolitan Boston with a belt line connecting all the terminals was urged by the Mayor as one of the chief improvements necessary for the development of the port.

Mayor Curley announced his intention of calling on Governor Allen within a few days for the purpose of discussing the proposed consolidation of New England railroads. He stated that he was satisfied that the Governor would call a conference of railroad executives that they may understand that unless the primary result of the consolidation is to the benefit of the State, the merger will not be tolerated by the people of the Commonwealth.

Sees Great Future

With the co-operation of the cities and towns in the metropolitan area, Boston is on the threshold of a tremendous future, the Mayor declared. "If we cease being political minded and try to be commercially and industrially minded, we can send the city along the road of progress farther in the next 12 months than it has advanced in the last 12 years," he said.

Curley Speech Highlights

Favors planning the development of Boston for the next 50 years with the assistance of an advisory council of 350 representative experts working with the City Planning Board.

Endorses President Hoover's recommendation for national, State and municipal co-operation in promoting public improvements to end seasonable unemployment.

Recommends spending $10,000,000 to construct new streets in the residential and business sections.

Favors building another waterfront strandway along the Bayswater section of Orient Heights, East Boston, at a cost of $1,000,000.

Complete building programme at City Hospital at a cost of $3,000,000.

Complete the South Boston strandway and replace L street bath with a fire-resisting structure at a cost of $750,000.

Extend the East Boston airport to Governor's Island by filling in the stretch of mud flats and levelling the old fortification.

Extend Boylston street subway under Governor square and out Commonwealth avenue and Beacon street.

Lay out a second municipal golf course on park virgin land just beyond the Arboretum, West Roxbury, at a cost of $225,000.

Build a subway extension under Huntington avenue as far as Brookline village.

State construction of a new courthouse near the State House as a tercentenary memorial.

Establishment of white ways on Bunker Hill and Chelsea streets, Charlestown, with a traffic signal system between City square and Chelsea at a cost of $150,000.

Make Boston the fourth largest city in the country through the creation of a metropolitan city, possibly on the borough plan adopted by London.

Creation of a Metropolitan Finance Commission, comprising the Mayors and Selectmen to check on the expenditures of the Metropolitan District Commissions.

Electrification of all railroad lines in the metropolitan district and the construction of a belt line to connect all rail and steamship terminals.

Distribution of half the gasolene tax receipts among the cities of the State for the construction of through traffic arteries.

All the recommendations of the chief executive are worthy of careful study. Mr. Curley may be relied upon to work for his ideals vigorously. If he can secure even a part of them Boston will be a vastly improved city.

It is genuinely deplored by all that Mrs. Curley's health forbade her attendance at the exercises. Her husband's tribute to his gracious lady and his plea for prayers for her recovery touched the hearts of all, so simply and so earnestly were they uttered. It is the fervent hope of all our people that his devoted and well loved partner may long continue to grace his home and to strengthen and support him in his labors for Boston's good.

GLOBE 1/7/30

BOSTON'S MAYOR AND HIS FAMILY AT THEIR HOME IN JAMAICA PLAIN



LEFT TO RIGHT—MISS MARY CURLEY, THE MAYOR, MRS CURLEY, GEORGE, FRANCIS, PAUL, JAMES M. JR AND LEO

POST 1/6/30

REPORT JOHN J. CURLEY ILL

Former City Treasurer Has Appendicitis Attack

Former City Treasurer John J. Curley, brother of Mayor-elect Curley, will be forced to listen to the inaugural today over the radio, for it was reported last night at his home, 52 Winthrop street, Roxbury, that he was stricken with an attack of appendicitis.

His condition was somewhat improved late last night, according to the reports of Dr. William Fleming and Dr. David D. Scannell, who were called in yesterday. They announced that a surgical operation would probably be performed in two or three days.

It was only a few days ago that Mr. Curley declined to accept the $9000 post of city treasurer during the next four years, expressing a reluctance to leave his private business interests again for an official position at City Hall.

MAYOR NICHOLS

Mayor Nichols leaves office today, after his four years of service, with the good wishes of his fellow citizens for the future. The Mayor has grown in popularity during his term of office. No more popular man among the city workers has occupied the Mayor's chair in a long while. They are reluctant to see him go.

The Mayor's record of accomplishment is a notable one. He finishes his term much stronger in public estimation than at the start. He has worked hard and said little.

What criticism there has been of Malcolm Nichols relates to his strong faith in his personal friends. He would believe nothing ill of any of them. He has been quite willing to take on his own shoulders all the alleged shortcomings of those he trusted.

The Mayor is a young, energetic man. His political service is hardly coming to a close. He will remain one of the powerful factors in the life of the city. May good fortune smile upon him!

Hultman Hasn't Written Resignation

Fire Commissioner Eugene C. Hultman stated last night that he had not written out his resignation to turn in to Mayor-elect Curley at the beginning of the new city administration today. He also said he had not given his resignation to Mayor Nichols, who appointed him. As the Mayor-elect has served notice that he would "fire" the fire commissioner unless he resigned, it was indicated last night that Mr. Hultman intended to let Mr. Curley try it.

GLOBE 1/7/30

MRS MacDONALD ACTIVE IN POLITICS 30 YEARS

New Election Commissioner, Holding First Office, Is Ardent Disciple of Woodrow Wilson

The lone political crusader of her family, Mrs Colin W. Macdonald of Roxbury, leader of the Democratic women of Massachusetts, has received her first political job, that of election commissioner.

For some 30 years Mrs Macdonald has been active in political work. Her husband, the "family physician" of Roxbury for more than 40 years, and her three children have held aloof from politics. Mrs Macdonald herself never sought public office.

While she has proved herself an ideal leader, Mrs Macdonald has not permitted her outside work to interfere with her family life. She has raised her family carefully.

She has twice represented the State, at the Democratic national convention of 1925 at New York city and the convention of 1929 at Houston. She has been vice chairman of the Democratic State Committee for 10 years and in full charge of the women's division.

Although she has never studied the technical work of the Election Commission, Mrs Macdonald has no worries about what will happen there.

"Mrs Nina M. Gevalt (incidentally a Republican) will surely give me advice that I need, while Senator Mulvey is the Senator from my own district and a close friend," Mrs Macdonald said. "I won't lack advisers on the technical part."

Successful as Organizer

As an organizer, Mrs Macdonald has done wonderful work among the women of the State. She feels that women should not adopt an antagonistic attitude towards men in politics.

She feels that women have an entirely different sphere in politics and should exert their influence in their own sphere. A belligerent attitude in political activity gains little and she thinks that sex antagonism in politics is entirely out of place.

Woodrow Wilson is her political ideal. She is devoted to the cause of peace and a strong adherent to Wilson's doctrines with regard to world peace and harmony.

Although for a time she was interested in the suffrage work, Mrs Macdonald's first real political work was in assisting Michael O'Leary, when he was head of the Democratic State committee at the time of the San Francisco convention. She did brilliant work in advancing the candidacy of James M. Cox, John W. Davis and Alfred E. Smith for President on the Democratic platforms and won statewide and national recognition for her work.

Taught For Brief Time

Mrs Macdonald was born in the North End and was graduated from the Hancock School there. She later was graduated from Girls' Latin School and Boston Normal School. She taught for only seven months after being graduated from Normal School and then married Dr Macdonald. They live at 1 New Heath st, Roxbury Crossing, where Dr Macdonald's office has been for more than 40 years.

There are three children. Isabel, a kindergarten teacher in the Brookline



MRS COLIN W. MACDONALD
Election Commissioner

schools, is a graduate of Girls' Latin School, Marycliffe Academy and Miss Lesley's School. William Colin Macdonald, now employed by the Standard Sanitary Manufacturing Company at Hartford, Conn, is a graduate of Roxbury Latin School and Harvard. Helen Crosby Macdonald is a senior at the Jamaica Plain High School and formerly attended Sacred Heart Academy.

Mrs Macdonald is not a club woman. She has little time for such activities, because her political work takes up all the time she can spare from her household duties. She does very little speakign during election campaigns. During the Curley campaign for Mayor she presided at the noonday rallies.

Father a Republican

She chose the Democratic party as her party, though her father, Frank Crosby, was a Republican.

She has held many positions of prominence. She is the former president of the League of Catholic Women and honorary vice president of the Boston League of Women Voters. She was appointed to a special medical commission when Ex-President Coolidge was Governor. She promoted the Schools of Democracy in Boston and Worcester in 1923 and 1924. During the war she was very active in relief work and in recent years she has helped civic and charitable organizations of Greater Boston in their work.

With all this activity she has remained modest, quiet and home l... ing. She has been a crusader in... tics whose lance did not have a... tip.

GLOBE 1/7/30

MAYOR ACTS TO END GOVERNOR-SQ JAM

Curley Calls Conference of Officials To Discuss Subway Extension

Determined to remedy the traffic problem at Governor sq by elimination of all surface track through the extension of the Boylston-st subway, Mayor Curley announced, early this afternoon, that he had called a conference for his office at 2:30 Thursday afternoon, for a discussion of this improvement. It is believed that the work will call for an expenditure of $3,000,000 and will give work to a large number of men, thereby aiding the unemployment situation.

Mayor Curley also said today that he has instructed the the Boston Transit Commissioners to arrange for the building of the proposed underpass at Commonwealth av and Massachusetts av. The Mayor said he would have this project done by day labor and thus help out the unemployment situation.

Invited to the conference at the Mayor's office on Thursday are the members of the Boston Transit Commission, the City Planning Board, trustees of the Metropolitan Transit District, trustees of the Boston Elevated Railway System, directors of the Boston Elevated System, Corporation Counsel Deland and Asst Corporation Counsels Silverman and Lyons, the Metropolitan Planning Division, the Street Commissioners, the Park Commissioners, the Commissioner of Public Works and the city auditor.

Mayor Curley said that he would like to see the Boylston-st Subway extension carried out to Union sq, so that when Boston becomes a greater city transportation facilities may be more readily adjusted to meet the larger demands.

Discussing the underpass at Maschusetts ave and Commonwealth av, Mayor Curley said that the Boston Transit Commission has already made plans and studies. One difficulty to overcome is the presence of a 48-inch water main in the center of Commonwealth av which crosses diagonally at the point mentioned. With the underpass the Mayor believes it will be possible for motor traffic to pass in either direction without the delay which now exist at Commonwealth and Massachusetts avs. The Mayor is of the opinion that the work on the underpass can begin late in February.

POST 1/8/30

THE ARTERY'S NAME

To the Editor of the Post:

Sir—I wish to state that I am interested to know whether the so-called Southern Artery, which extends from the Columbia road bridge to the Neponset bridge across to Quincy along the south shore, as to whether the name is going to be changed to that of the late Hon. James A. Gallivan, who represented the 12th district in Congress and was honored for a good many years by the citizens of South Boston and Dorchester. Sometime ago a hearing was held before the Street Commission or requesting that the name be changed and to be called the James A. Gallivan highway and nothing was done by the street commissioners. I feel now that this matter should not be forgotten, it should be re-opened and have it settled now. The cititzens of South Boston and Dorchester would not object to the change and naming the boulevard the James A. Gallivan highway. I am just as much interested as those who petitioned for the change and I would like to see something started because I introduced the bill asking for appropriations of $1,675,000, the petition was passed in the House of Representatives signed by the Hon. Benjamin Loring Young, Speaker of the House, on May 2, 1923; sent to the Senate to be enacted and was approved and signed on May 3, 1923, by the Hon. Frank G. Allen, President of the Senate; it was then signed and approved by the Hon. Channing H. Cox, Governor. I feel that after making the fight for this improvement and receiving no benefits from it, but if it was to be of something to the citizens who get the benefit of this highway I cannot see any reasons why objections should be made in changing it to the James A. Gallivan highway. The citizens of South Boston and Dorchester would be glad to have it named in honor of his memory.

COLEMAN E. KELLY,
Ex-Representative 17th District.

POST 1/8/30

BILL AIMED TO OUST WILSON

Would Have Mayor Name Police Commissioner

Declaring that the police commissioner of Boston, appointed by the Governor of the State, has become absolutely czar-like in his methods, because he is not responsible to the people of Boston who have to pay his salary, Representative Joseph G. Finnegan of Boston yesterday filed with the clerk of the House a bill to provide for appointment of the commissioner in future by the Mayor.

Finnegan declared, in a statement at the time of filing his bill, that the Legislature could make its choice by allowing Mayor James M. Curley to appoint him, or having him appointed by John F. Fitzgerald, as Governor, after the next State election.

POST 1/8/30

ABOLISH TRAFFIC JOB, SAYS GOODWIN

Frank A. Goodwin, head of the Finance Commission, last night announced himself as favoring abolishing the job of Traffic Commissioner, to which Joseph A. Conry was named yesterday by Mayor Curley. "I think it would be a good thing to abolish the Traffic Commissioner job altogether," Goodwin stated, adding that he would have the street commissioners handle the traffic situation.

Chairman Goodwin has been kept at his home because of laryngitis. He is a former street commissioner. He denied reports last night that he is investigating the Boston Traffic Commission. "My opinion is that the Street Commission can handle the traffic situation as well as a traffic commission," he stated. "That is my opinion. I am not investigating the Traffic Commission, nor have I contemplated such a thing."

POST 1/8/30

M'GRATH OPPOSED TO ANNEXATION IDEA

Mayor Thomas J. McGrath observed his 58th birthday anniversary yesterday by issuing a statement rapping the proposal of Mayor James M. Curley to annex Quincy to Boston.

"It is quite difficult to understand just what advantage would come to Quincy through annexation and quite as hard to understand what gain would accrue to Boston if it did achieve fourth place among the cities of the country," said Mayor McGrath.

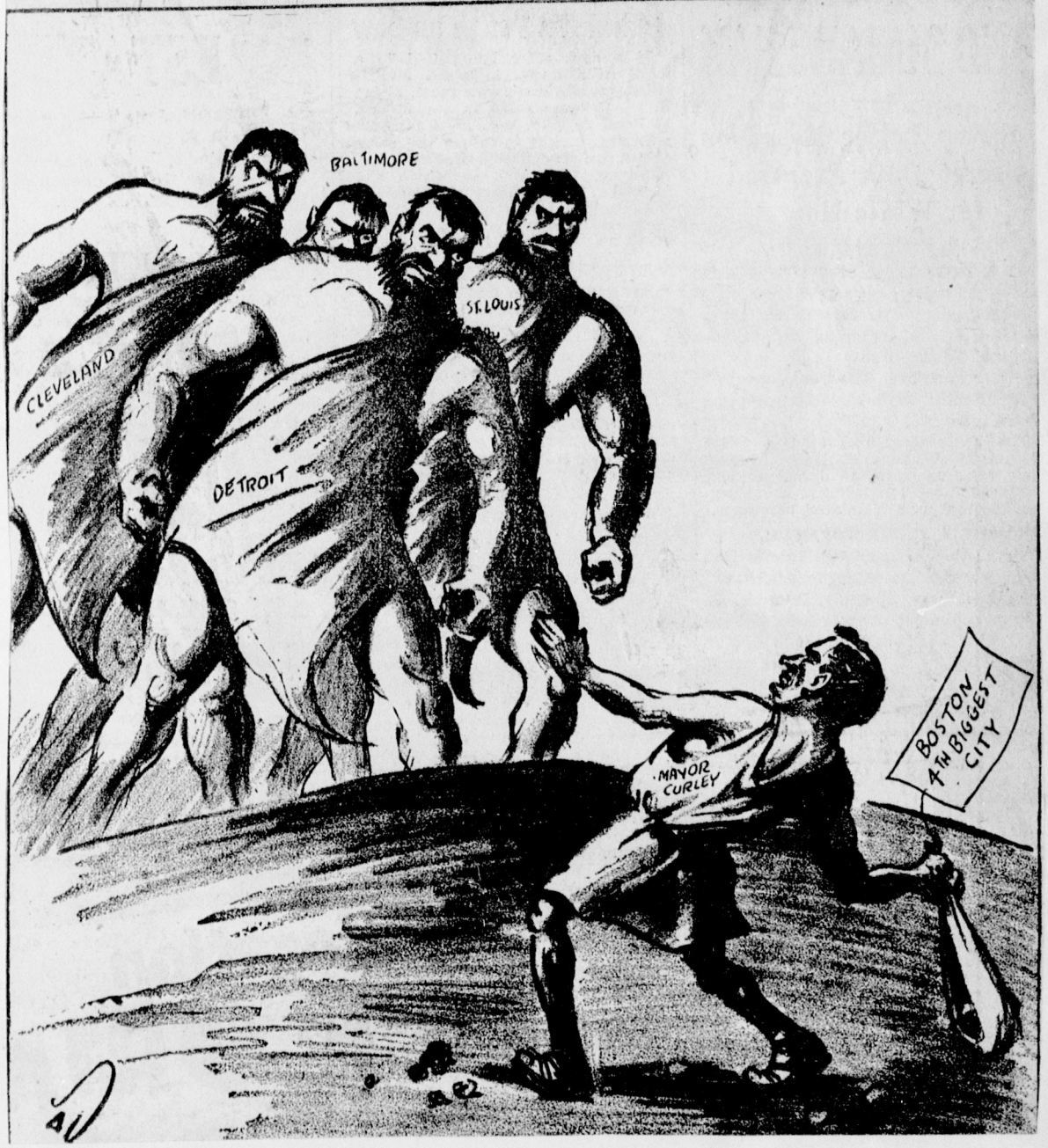
"For Quincy, the policy of annexation means the wiping out of our individuality, a loss of sentiment for things that make a community worth while, and the complete subjection of the smaller municipality to the will of the larger."

CITY CENSOR NOW MUCH IMPROVED

Removed from the Haymarket Relief Hospital to his home at 6 Lorraine street, West Roxbury, yesterday afternoon, City Censor John M. Casey was reported last night by members of his family as being greatly improved.

TRAVELER 1/7/30

James and the Goliaths :: :: By Sav



TRAVELER 1/7/30

MASS. AVE. UNDERPASS ORDERED BY CURLEY

WORK TO START BY FEB. 25

Cost to Be $500,000—City Council Expected to Act Favorably—To Discuss Governor Sq. Plans with El Thursday

Mayor James M. Curley started today carrying out his platform and inauguration speech promises. He announced that work on an underpass at Massachusetts and Commonwealth avenues will be started not later than Feb. 25.

DAY LABOR TO BE USED

He ordered the transit commission to do the work, and also ordered day labor to be used. The cost will be about $500,000. The project will give employment to a number of men. A 48-inch water main runs down Commonwealth avenue and this proved something of a problem, but the transit commission expects to be able to relocate that pipe. Curley said today that he will send necessary orders to the city council at that body's meeting on Monday. He said he expected prompt action.

The underpass will enable Commonwealth avenue traffic to speed right along underneath Massachusetts avenue. The plans are now being worked out, but it is expected that the underpass will extend about 200 feet on both sides of Massachusetts avenue.

The entire roadway on Commonwealth avenue will not be used. Only about two-thirds of each side wi be used for the underpass. The other third will be left as it is, to enable traffic to make a right-hand turn on to Massachusetts avenue.

RIGHT TURN AS AT PRESENT

The result will be that inbound traffic will keep to the left, use the underpass and come out on the other side of Massachusetts avenue. Traffic scheduled to make a right turn on to Massachusetts avenue will keep to the right and make the turn as it is done now.

In addition, the mayor has called a meeting for Thursday at 2:30, at which he will urge the directors and trustees of the Elevated to accept the legislative act of 1925 and extend the Boylston street subway out Commonwealth avenue and out Beacon street. The plans of the transit commission provide that the subway be extended out Commonwealth avenue about three

TRAVELER 1/7/30

Contd

blocks and out Beacon street to the railroad bridge .

FRANK DISCUSSION HOPED

The Mayor invited to the Thursday meeting the transit commission, city planning board, trustees of the metropolitan district commission, trustees and directors of the Elevated, Corporation Counsel Samuel Silverman, the metropolitan planning division, Boston street and park commissioners, public works commissioners and the city auditor.

Mayor Curley said today that he hopes there will come out of that frank and full discussion some practical working out of the Governor square problem. He said that while the 1925 legislative act limited the extension of the subways, he would like to see the Commonwealth avenue subway extended to Union square. Further legislation would be necessary to extend the subway that far out, however.

He also said that the best opinion on the extension of the Beacon street subway seemed to be to keep the subway underground as far out as St. Mary's street.

RESIGNATIONS EXPECTED

He explained that the proposal of extending the Commonwealth avenue subway was to provide suitable transportation facilities for Metropolitan Boston, when and if that plan becomes a reality.

The cost of the proposed extension, now legal, will be about $3,000,000. The elevated, however, has never accepted the 1925 act. The mayor expects the elevated to act, he said.

Meantime the resignations which he has demanded from department heads are expected momentarily. There was a business-like hum all day today in City Hall, and speculation was rife as to some of his remaining appointments. He has already made six appointments, and submitted the names to the Civil Service commission for approval. They are:

Samuel Silverman as corporation counsel, in place of Frank S. Deland, salary $9000; Joseph A. Rourke, commissioner of public works, to succeed James H. Sullivan, who will be retired on a pension, salary $9000; Thomas J. Hurley, reappointed street commissioner, salary $7500; James E. Maguire of East Boston, institutions commissioner, in place of William S. Kinney, salary $7500; Mrs. Colin W. MacDonald, election commissioner, to succeed John D. Marks, salary $6000; Peter F. Tague, principal assessor, in place of Horace Mann, salary $5000.

The status of Fire Commissioner Eugene Hultman is still in doubt. He has not resigned yet, and, according to Mayor Curley, no resignation is expected for a few days yet. What that may mean is beyond the powers of political observers to guess.

TRAVELER 1/7/30

CITY CENSOR CASEY REGAINS STRENGTH

City Censor John M. Casey, stricken with an attack of acute indigestion at his office in City Hall, is well on the road to recovery, according to officials at the Haymarket Relief Station. It is expected that he will be able to return to his home at 6 Lorraine street, West Roxbury, today. The attack followed a busy day incident to the inauguration of Mayor Curley. A physician attached to the health department ordered his removal to the hospital. Casey has been in the city employ since 1904.

GLOBE 1/7/30

MOVE FOR POLICE HEAD TO BE NAMED BY MAYOR

Representative Finnegan Files Bill Providing For Five-Year Term Beginning in October

Under the provisions of a bill filed today by Representative Joseph Finnegan of Dorchester, the Police Commissioner of Boston would be appointed by the Mayor instead of by the Governor. The term would be for five years, beginning on the first Monday in October.

In connection with the bill, Representative Finnegan gave out the following statement:

"At the present time the Police Commissioner of the city of Boston, while being paid his salary out of the treasury of the city of Boston, is appointed by and under the control of the Governor of the Commonwealth. This is clearly a violation of the principle of home rule, and most unfair as a matter of practice. This, however, is only one of the arguments in favor of a change in the existing law with reference to the appointment of a Police Commissioner of Boston.

Irresponsible to People

"As a result of the present system, which deprives citizens of Boston from any control as a municipal corporation, either directly or indirectly, over the Police Commissioner or the Police Department of the city, the Police Department has today reached a status of irresponsibility and unresponsiveness to the desires of their logical masters, the people of this city; that a change is not only logical, but inevitable.

"Conditions in the Police Department are not all that might de desired. The Police Commissioner, answerable and accountable only to the Governor of the Commonwealth, has practically reached the status of a czar, and in many instances has dealt most unjustly and in a tyrannical manner with the citizens who provide the funds for the payment of his salary, but who have over him no supervision of any kind. Much criticism has recently been made of our Police Department. Some of it no doubt is warranted.

"Our citizens have an enviable reputation throughout the Commonwealth and indeed the entire Nation for their integrity, their high order of morality and their law abiding characteristics. No surer way of providing a faithful, efficient, incorruptible Police Department can be found than by giving these citizens control and supervision over the officials whom they pay. Give these citizens that supervision and the inevitable result will be an improvement in the head of the Police Department and a resultant elevating of the efficiency and morale of the entire police force.

"This is not to be construed as any criticism of the rank and file of our present police, but while the head is irresponsible to its logical master by virtue of direct legislation, the body cannot render the service to which our citizens are entitled.

"I think the present is an opportune time for filing this bill because the issue that will be presented to the General Court will be whether they desire James M. Curley as Mayor of Boston, or John F. Fitzgerald as Governor of the Commonwealth, after the next election, to appoint the Police Commissioner.

"The present system is designed not to promote the efficiency of the Police Department, but to create an additional job for some Republican lame duck."

TRANSCRIPT 1/7/30

Curley Inaugural to Be Broadcast

The administering of the oath of office to Mayor James M. Curley, and his inaugural address immediately following will furnish a special broadcasting program through stations WNAC and WBZ WBZA, Monday, January 6.

Starting at 10 A. M. with the Processional March played by the orchestra the program will extend through 11.15. The invocation will be given by the Rev. James F. Kelly, pastor of Our Lady of Lourdes Church, Jamaica Plain after which City Clerk Wilfred H. Doyle will read the certificate of election of the mayor.

Chief Justice Arthur Prentice Rugg of the Supreme Judicial Court of Massachusetts will administer the oath of office and following the rendition of "American Fantasia" by the People's Symphony Orchestra under the direction of William Dodge, Mayor Curley will administer the oath to the members of the City Council.

The inaugural address will follow.

GLOBE 1/7/30

CITY COUNCIL NAMES LYNCH AS PRESIDENT

South Boston Man Elected on Fourth Ballot

McMahon, Retiring Member, Chosen for Post at City Hall

Councilor William G. Lynch of Ward 7, South Boston, is the new President of the City Council for 1930.

He was elected early yesterday afternoon within a hour after the new City Councilors went into session at City Hall in an effort to elect a head. The rapidity with which the Councilors elected a leader was regarded as unusual. Last year it was March before the body functioned under a duly elected president.



WILLIAM G. LYNCH
President of City Council

Pres Lynch was elected on the fourth ballot taken, Councilor Edward M. Gallagher of Brighton held the lead with 11 votes on the first three ballots and Councilor John I. Fitzgerald of the West End was a close second with nine votes. On the final ballot Lynch registered 12 votes, Fitzgerald held on to his original nine and Gallagher lost four votes, polling seven on the last ballot taken.

Dowd Warns of Deadlock

After the first ballot was taken showing Gallagher as needing only one vote to make him president, Councilor John F. Dowd of Roxbury arose and said that it was evident whom the most of the Councilors desired to have head them. He referred to the long deadlock a year ago, and said he hoped that the Councilors would decide on the second ballot. When the third ballot was over, showing Gallagher and Fitzgerald in the same positions that they were on the initial ballot, Councilor Dowd arose again and said that it looked to him as if the Council would again be deadlocked. In view of this, he continued, he would nominate a member of the Council whom he felt could be elected. He named Lynch.

Councilor Lynch on the winning ballot had the votes of Councilors Donovan of East Boston, Dowd of Roxbury, Fitzgerald of the West End, Gleason of Roxbury, Green of Charlestown, Mahoney of South Boston, McGrath of Dorchester, Ruby of Roxbury and Wilson of Dorchester; he voted for himself. When it was seen that he had polled 10 votes Councilor Bush of Roxbury, who had voted for Councilor Wilson of Dorchester on the fourth ballot, shifted to Lynch. Councilor Murray of Jamaica Plain, who had voted for Councilor Cox of West Roxbury, serving for his first time, also shifted to Lynch. As soon as Bush and Murray made known their desire to shift, one or two other Councilors arose and requested to be recorded as voting for Lynch.

Now in Third Term

Lynch, known throughout the city as "Maj" Lynch, is 37 years old, and lives at 670 Columbia road, South Boston. He is serving his third term in the City Council. He was born and has always resided in South Boston, first at 6 Gustin st. Lynch is proprietor of a gas station in South Boston. He formerly operated a gas station in Dorchester st, and prior to that he was in the barrel business with his father.

Councilor Lynch was graduated from John A. Andrew School, South Boston, and Boston College High School, class of 1911. He enlisted in the United States Army in July, 1918, and was mustered out the following March. He is a member of Michael J. Perkins Post, A. L.

In addition to electing a president yesterday, the new City Council elected Thomas W. McMahon of Dorchester a clerk in the document room of the city messenger's department at City Hall, and adopted a resolution of Councilor Thomas H. Green of Charlestown, to have work assigned the Boston Navy Yard to save many employes from being out of employment.

Councilor Green in his resolution stated that the employment situation has become acute and he requested that the Mayor write President Hoover suggesting that he advise Secretary of the Navy Charles Francis Adams to assign work to the local yard and thus avoid a shutdown that would throw a large number of skilled men out of work. The resolution was adopted.

Formerly City Councilor

Mr McMahon, the new document clerk, was a member of the City Council in 1926-27 and 1928-29. He lives at 21 Ridgewood st. Born in Dorchester 37 years ago, he has always resided there. Mr McMahon is in the men's furnishing business in Dorchester av, near Fields Corner, and before going in business for himself was employed in the same business in Brookline by a Dorchester concern. McMahon was a candidate for reelection.

When the new Council went into session, Councilor Timothy F. Donovan of East Boston presided temporarily by virtue of the fact he was president of the retiring body. In short order he called Councilor Joseph P. Cox of West Roxbury to the chair, the latter being the senior member of the Council as to age. Cox presided until the election of Pres Lynch.

MONITOR 1/7/30

MORE POWER FOR MAYOR OF BOSTON SOUGHT

Bill Would Give Him Right to Name Police Head—Other Measures Filed

Removal of power to appoint the police commissioner of Boston from the Governor and Council of Massachusetts to the Mayor of Boston, is proposed in a bill filed by Joseph Finnegan, Representative from Dorchester, with the clerk of the House of Representatives.

The police commissioner would be appointed for five years, beginning in October of this year, under Mr. Finnegan's measure.

Open-air parking places and all so-called "drive-yourself" automobile agencies would be required to secure a license from the city in order to operate, under the terms of a bill introduced into the Senate by Clarence P. Kidder, Senator from Cambridge, on petition of Henry C. Mohr.

Establishment of salaries of all elective offices in the city of Attleboro by municipal ordinance is proposed in a bill filed in the Senate by James G. Moran, Senator from Mansfield. At present the members of the city council receive no compensation.

Military Training Limit

A bill providing that no pupil of a public school shall be compelled to take part in military exercises where his parents or guardians, or the pupil himself, is of a religious denomination which is opposed to bearing arms, or where the pupil is found to be physically unfit, has been filed by Rupert C. Thompson, Representative from Newton, on behalf of Armand C. Bain.

Thomas H. Carr, Representative from Boston, has filed a bill asking reimbursement of persons in Boston who have been excessively taxed under the motor vehicle excise tax. In conjunction with Mayor James M. Curley's stand on consolidation of towns now comprising Greater Boston, a bill has been filed by James J. Twohig, Representative from Boston, providing for a special commission to be appointed to consider the matter.

A bill to increase salaries of district attorneys was filed by three Senators with the Clerk of the Senate. Another bill allowing corporations to hold real and personal estate not exceeding $4,000,000 instead of $2,000,000 was filed by Henry Parkman Jr., Senator from Boston.

Acquisition of an airplane by the Department of Public Works at a cost of not more than $15,000 for use in regulation and enforcement of the law relative to the operation of aircraft is provided for in a bill introduced by Thomas H. Smith, Representative from Fall River.

GLOBE 1/7/30

MAYOR ASKS PRAYER FOR WIFE IN SPEECH

Begins Inaugural With a Reference To Mrs Curley—Inaugural Lists Needs of City

With characteristic energetic precision, James Michael Curley went through the municipal inaugural ceremonies at Symphony Hall yesterday morning and, upon being inducted to the office of Mayor of Boston for the third time, launched into an inaugural address outlining with vigor many large projects which he entertains for the improvement of the city.

Wild cheering greeted his appearance on the platform at 10 o'clock. He was accompanied by City Clerk Wilfred J. Doyle and Rev Fr Kelly, pastor of Our Lady of Lourdes' Church, Jamaica Plain. John A. O'Shea, at the organ, played "America," and Marie Murray, well-known soprano, sang it as the crowd of 3000 persons rose to greet the Mayor.

Following the invocation by Rev Fr Kelly, Mayor Nichols came upon the stage and shook hands with his successor. After a brief chat Mayor Nichols retired to his seat among the guests of honor and City Clerk Doyle introduced Chief Justice Arthur P. Rugg of the Supreme Judicial Court of Massachusetts, who administered the oath of office.

Prefaces Address With Prayer

The oath of office was administered to the members of the City Council in a group by Mayor Curley. Following a selection by the orchestra, the new Mayor came to the center of the stage and stood before the battery of microphones that were to send his inaugural address into the homes of thousands of radio listeners.

Evidence that during all of the ceremonies the thoughts of the Mayor were on his wife, whom illness kept at home, was given when he prefaced his address with a prayer for her and asked the thousands in Symphony Hall and the thousands listening on the radio to join with him.

A hush fell upon the group and it was not completely dissipated until Mayor Curley had swung into his inaugural address and had begun hammering home his arguments about municipal improvements.

The first burst of applause greeted his discussion of the unemployment problem. His reference to eliminating traffic congestion at Governor sq also met approval, as did his discussion of the proposal to develop the Boston Airport by leveling Governor's Island and filling in the channel between it and the present airport.

$10,000,000 for Streets

The expenditure of $10,000,000 outside the debt limit for the acceptance and construction of streets upon which homes and business establishments have been built was one of the Mayor's outstanding reommendations.

He would expend $750,000 for further development of Boston's park, bathing and general recreation facilities; would gve the city a $1,000,000 water front park in the Bayswater section of East Boston, similar to the Strandway in South Boston, and would have a new, well-appointed L-st bathhouse in South Boston.

Mayor Curley made known that he intends to invite the cooperation of representatives of religious, educational, labor, industrial, commercial, civic and financial organizations to the number of 350 to serve in an advisory capacity with the City Planning Board in the creation of a 50-year plan for Boston.

Warning that the cost of the local City Government is going to be greater in 1930 by approximately $1,000,000 was given by the Mayor, who said that this excess must be offset if Boston is to avoid an increase in the tax rate, which he feels certain would be burdensome, to say the least.

Favors Golf Course Work

Dwelling upon the unemployment situation for a brief time, Mr Curley said that unemployment, with crime, poverty and disease in its wake, will continue to exist until a sane economic policy is devised. Boston, he said, has a large tract of land in West Roxbury which is to be used eventually for a golf course, and the unemployment heads of families should shortly be put to work clearing the way for this development with a view to relieving the unemployment situation.

Suggesing a fitting permanent war memorial, Mayor Curley declared that in his opinion a memorial building on the westerly side of the State House, in which the Massachusetts Supreme Judicial Court and other bodies might be housed, would prove a most appropriate and lasting tribute.

Declaring for legislation that would permit Boston to fix its own tax limit, Mayor Curley charged that Boston is being discriminated against and should no longer tolerate it. He told the Councilors and the audience that he is in favor of legislation that would permit a 50 percent increase in the debt-incurring powers of all the cities and towns of the Commonwealth.

Suggests Street Widenings

For South Boston Mayor Curley suggested several major street widenings. He sees money available for new highway construction in an apportionment of the gasoline tax revenue, and he suggested that the Commonwealth turn back to the cities and towns of the State one-half of the annual revenue.

In the opinion of the Mayor, it must be apparent that Boston, with a population of approximately 800,000, cannot continue to bear the burden that should be borne in part by the cities and towns within the Greater Boston area, which, the Mayor stated, are beneficiaries of transit, highway and other expenditures.

The Mayor pointed out that the problems confronting Boston an equitable solution of which would represent an expenditure of many hundreds of millions of dollars, are not primarily Boston problems, but more properly termed Greater Boston problems. Boston, he said, should refuse to assent to a consolidation of New England railroads unless some assurance is given of electrification within the metropolitan area and a belt line connecting rail and steamship terminals.

The Mayor would take the surface car tracks from Governor sq; he would give the people using the Huntington-av, South Huntington-av, and the Center-st lines more adequate service by an extension of the Boylston-st Subway to Tremont and Francis sts, or to Brookline Village; he would like to see an underpass for motor vehicles at Commonwealth and Massachusetts avs.

To Speed Hospitalization

Concluding his address, the Mayor indicated that he will speed up the city's hospitalization program, and said he believed it desirable to consider the advisability of establishing a health unit in Roxbury and preferably in the center of Madison Park.

He expressed approval of the policy of establishing two branch libraries each year for the next 20 years, and advised the serious consideration of the question of returning to the loan policy on school buildings and lands until such time when the annual requirements will be those caused only by population and the ageing of buildings.

The audience joined in the chorus of "The Star Sangled Banner" before the Mayor left the hall.

Mayor Curley's first visit was to his wife. Returning from home shortly after noon he went to City Hall, where a large crowd had gathered to await him. Smiling, nodding, shaking hands, he made his way through a narrow lane formed by the police and entered the hall.

His office was bright wth floral tributes. For a while he talked with a few close friends who had accompanied him from Jamaica Plain and then, because of the persistence of the admiring crowd standing in the street and hallways outside, he opened his office and received a few hundred of his well-wishers.

GLOBE 1/7/30

EX-MAYOR FITZGERALD EXTENDS GOOD WISHES TO MAYOR CURLEY



GLOBE 1/7/30

LEGISLATURE GETS VARIETY OF BILLS

One Would Limit Interest on Mortgage Loans

A bill filed with the Legislature yesterday on petition of the Massachusetts City Clerks' Association provides that Sundays and holidays be included in the period of time between notice of intention to marry and issuance of the license.

Savings banks, trust companies, cooperative banks and credit unions would be prohibited from charging more than 5 percent interest on loans secured by real estate mortgages under the terms of a bill filed by Representative Richard D. Crockwell of Medford. Mr Crockwell gave out a statement in which he declared that owners of small homes are being charged excessive rates of interest and are required to pay a bonus for renewals of mortgages every two or three years.

A petition of Armand C. Bang of Newton provides that no pupil of a public school shall be compelled to take part in any military exercises in cases where his parents are guardians, or the pupil himself, is of any religious denomination which is conscientiously opposed to bearing arms, or where a physician believes such exercises would be injurious to the pupil.

Representative Ernest J. Dean of Chilmark has filed a bill to prohibit the graining of wild fowl and to limit the hours of hunting to a half-hour before sunrise and a half-hour after sunset.

"Greater Boston" Plan

A resolve filed by Representative James J. Twohig of Boston provides for the creation of a special legislative commission to study the question of consolidation of all cities and towns within a 10-mile radius of the State House "into a Greater Boston."

A bill filed by Representative W. Taylor Day of Great Barrington provides that applicants for marriage licenses furnish health certificates.

A petition of City Councilor Edward L. Englert of Boston provides for reimbursement of persons in Boston who have been excessively taxed under the motor vehicle excise tax.

Representative Bernard Ginsburg has filed a bill authorizing constables to serve civil processes up to $1000 in all actions and processes with the right to serve all capiases from all courts, including divorce libels, upon the filing of a bond for $3000.

Cambridge Mayor

A petition of Representative Charles T. Cavanagh of Cambridge would authorize the city of Cambridge to increase the salary of Mayor from $5000 to $7500.

The same Representative filed a bill to authorize the city of Cambridge to pay to the widow of Charles H. Thurston, late city auditor, the balance of the salary he would have received had he lived until March 31, 1930.

A petition of Stanton H. King provides that intelligence offices operated to give information relating to the employment of seamen would have to be licensed. The law now exempts this form of service from licensing.

Increases for Prosecutors

A bill to increase the salaries of district attorneys was filed with the clerk of the Senate this afternoon by Senators Keith of Brockton, Wragg of Needham and Nicholson of Wareham.

The measure would increase the salary of the Suffolk prosecutor from $9000 to $11,000; northern district, from $7000 to $9000; eastern district, from $6000 to $7500; middle district, $6000 to $7500; southeastern district, $5000 to $6500; southern district, $4000 to $5000; northwestern district, $4000 to $4000.

Senator Parkman of Boston filed with the clerk of the Senate a bill allowing corporations to hold real and personal estate not exceeding $4,000,000 instead of the $2,000,000 maximum now in force. The bill applies to charitable and semipublic corporations.

Acquisition of an airplane by the Department of Public Works at a cost not over $15,000, for use in regulating and enforcing the laws relative to the operation of aircraft is provided in a bill filed by Representative Thomas H. Smith Jr of Fall River.

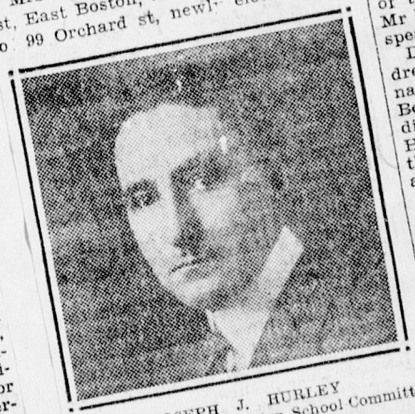
GLOBE 1/7/30

HURLEY ELECTED SCHOOL BOARD HEAD

New Chairman Is Lawyer and Linguist

Dr Joseph Lyons Named Treasurer at Organization

Mrs Elizabeth W. Pigeon of 58 White st, East Boston, and William A. Reilly o 99 Orchard st, newly elected members of the School Committee, took office last evening at the organization meeting. Mr Reilly is the youngest member elected to serve on the School Committee. He is 26.



JOSEPH J. HURLEY
Named Chairman of Boston School Committee

Joseph J. Hurley was unanimously elected chairman of the board. On the first ballot Mr Hurley and Mrs Pigeon voted for Mr Gray for chairman, although retiring Chairman Gray expressed a desire that another chairman be chosen.

The members paid a tribute to Chairman Gray for his service as chairman, and on a second ballot voted unanimously for Mr Hurley. The new chairman also is the youngest man ever chosen for the office.

Mr Hurley's educational background ably fits him for service directing educational policies and administering school affairs. He was graduated with highest honors from Boston College in 1916, when he was chosen orator of the day.

After specilizing in the classics at a Jesuit college on the Hudson, New York, he began the study of law. In the World War Mr Hurley joined the 2d Division of the Regular Army and spent two years in service.

He was graduated from Harvard Law School in 1920. He is a member of the Reserve Officers Marine Corps. Mr Hurley is an accomplished linguist, speaking five languages fluently.

During the recent campaign he addressed foreign-born groups in the native tongue. He is an instructor in Boston College School of Law in addition to his work as a practitioner. He married Irene Hines, a teacher in the Boston schools and has three sons and one daughter.

Dr Joseph Lyons was unanimously elected treasurer of the committee, which ratified the action of the former board in the matter of salary of the commissioner of schoolhouse construction.

Resignations were received from John Joyce, custodian of the Oliver Hazard Perry School, and John F. Carroll, custodian of the Wyman School. Florence Herbsman of the William Lloyd Garrison School and Alice Cody of the department of household arts resigned for marriage.

A branch of the Franklin Evening School was ordered established in the English High School building. The committee authorized the business manager, Alexander M. Sullivan, to attend the annual convention of the National Association of Public School Business Officials, to be held at New Orleans in May.

RECORD 1/7/30

Censor Casey Collapses at Desk

City Censor John M. Casey, who is 67, collapsed in his city hall office yesterday, the day of Mayor Curley's inaugural, from what was first thought to be an attack of indigestion. He was taken to Haymarket Sq. Relief Hospital.

It was found there that he was suffering from a heart attack and he would remain at the hospital through the night, but that his condition was not dangerous.

RECORD 1/7/30

TO FIGHT UNEMPLOYMENT

Mayor Curley followed his inaugural pronouncement of intention to prevent unemployment, in line with President Hoover's policy, by calling a conference at his office tomorrow of the heads of public utilities, street railway and telegraph companies with the object of getting them to lay double the usual four miles of underground conduit this year and thus provide work for thousands.

At this conference, to be held at 3 p. m., he has invited President Charles L. Edgar of the Edison Co., President Matt B. Jones of the N. E. Telephone Co., Edward L. Dana, general manager of the Elevated, George L. McEvoy, manager of the Western Union, Charles Gibbons, manager of the Postal Telegraph, President Frank J. Bartlett of the Charlestown Gas & Electric Co., Police Commissioner Wilson, Fire Commissioner Hultman and others.

SAD NOTE IN CEREMONY

The only sad note struck in the inauguration ceremonies was when Mayor Curley told his visible audience in Symphony Hall and his greater, but invisible audience over the radio, his deep regret that Mrs. Curley was unable to be present.

Where there was an empty chair on the platform which throughout the exercises remained vacant. She was too ill to be there.

More than 100 representatives of the city, state and military organizations were seated on the flower-banked platform of the hall. Prayer by the Rev. James F. Kelly, pastor of Our Lady of Lourdes church, Jamaica Plain, opened the exercises and amid the silence of an audience that took up all available space the oath of office was administered by Chief Justice Rugg of the Supreme court.

$10,000,000 FOR STREETS

Plunging at once into Boston's needs as he saw them, the mayor, in outlining his policy, declared for the expenditure of $10,000,000 outside the debt limit for new streets. It is only a fifth, he said, of the sum that could be expended to make the highways suitable for use.

A Boston which shall take its place as fourth, instead of eighth, among the large cities of the country by creating a Greater Boston, including cities and towns within 15 miles of the State House, was another part of the ambitious Curley program.

An advisory organization of 350 representative men and women to plan with the city planning board for Boston's growth and development on a 50-year basis, was another recommendation.

URGES NEW BATH HOUSE

For the greater health of the citizens Mayor Curley recommended the completion of Columbus Park and the Strandway to include the building of permanent bleachers, seating 10,000 persons, a new bath house, solarium and facilities for hot salt water bathing during the winter months.

For continuing education the establishment of two branch libraries each year for 20 years, and an increase in school buildings were proposed, while further development of health and recreational centers to make a happier and more contented people ranked high in the development program.

Mayor Curley did not go at once to City Hall when the inaugural exercises were completed. Instead he went to his Jamaicaway home, where he spent some time in the sick room with Mrs. Curley.

ABOLISHES COMMISSION

When he returned to City Hall as mayor after an absence of four years one of his first acts was to abolish the rent and housing commission at a saving of $6300 to the city. Their duties he transferred to the city law department.

After the City Council had organized he tendered its members a luncheon at the Parker House, in which he asked the councillors to be industrially and commercially, not politically minded, during their terms.

He declared Boston should offer inducements to new business enterprises to locate within its borders.

PICKS OFFICIAL FAMILY

Later the mayor announced the appointment of the following members of his official family.

Secretary, Francis J. Brennan at $5000; assistant secretary, Arthur B. Corbett at $4000; assistant secretary, Frank B. Howland at $3500; assistant secretary, Louis Bourasso at $3500; chief clerk, Cornelius Reardon at $3500; assistant chief clerk, John P. Mahoney at $3000; clerk, Frank Benson at $2500; chief stenographer, Joseph P. Hanlon at $3000; assistant stenographer, John A. Sullivan at $2700; assistant stenographer, Edmund Hoey at $2500; messenger, Frank T. Pedonti at $1600; chauffeur, Charles Mannion at $2600; telephone operator, Alice Leonard at $2000; clerk, licensing division, Joseph J. Mikolajewski at $2500.

Mayor Goes on the Air



James M. Curley, three-times mayor of Boston, as he broadcast his inaugural address yesterday morning from Symphony Hall, over Station WNAC. He outlined a $15,000,000 city building program.

RECORD 1/8/30

15,000 Expected at Policemen's Ball

The Boston police department will hold its annual ball in Mechanics Hall tonight and 15,000 are expected to attend. Gov. Allen, Mayor Curley and scores of prominent professionai and business men are among the guests invited. Patrolman Daniel J. Leary of the East Dedham st., station, outgoing president of the Policemen's Mutual Relief Association, and Mrs. Leary will lead the grand march. A picked battalion of patrolmen will give an exhibition.

RECORD 1/8/30

LYNCH PICKED COUNCIL HEAD ON 5TH BALLOT

Maj. William G. Lynch of South Boston was yesterday elected president of the City Council for 1930 on the fifth ballot.



W. G. Lynch

The election was held at City Hall immediately after inauguration ceremonies had been observed at Symphony Hall. Save for the passage of one order, the election was the only business considered. This order was introduced by Councilor Thomas H. Green of Charlestown and asked Mayor Curley to seek intercession from President Hoover in having some warship work assigned to Charlestown Navy Yard.

In the election for council president, Councillor Edward M. Gallagher received 11 votes in the first ballot. This figure he maintained for two more ballots, until Councillor Dowd switched his vote to Lynch.

On the fourth ballot Lynch had 10 votes. Bush then announced a switch to Lynch and Murray followed suit. The vote was then made unanimous.

Couucillor John I. Fitzgerald polled nine votes on the first three ballots.

RECORD 1/7/30

Curley Recommends This:

A city planning board, with a membership of 350, to serve in an advisory capacity in the creation of a 50-year plan for Boston.

Further development of hospitalization and extension of the George Robert White health units.

The reduction of portable school structures to the minimum and a return to the loan policy on school lands and buildings.

Endorses President Herbert Hoover's business stabilization program as a means to promote prosperity and to end, if possible, seasonable unemployment.

Recommends spending $10,000,000 for the acceptance and construction of streets upon which homes or business establishments have been erected.

Recommends that certain streets in each section of the city be set aside as play streets to lessen accidents from motor vehicles.

The completion of Columbus Park and Strandway, South Boston, at a cost of $750,000.

The development of the Bayswater section of Orient Heights, East Boston, similar to the Strandway, South Boston, at an expenditure of $1,000,000.

Immediate removal of surface tracks at Governor sq. to relieve present intolerable traffic conditions.

The extension of the Boylston st. subway to Roxbury or Brookline.

Underpass for motor vehicle traffic at Commonwealth ave., under Massachusetts ave.

Further development of the East Boston Airport and its extension to Governor's Island.

GLOBE 1/7/30

A NEW BEGINNING

MAYOR JAMES M. CURLEY, again at City Hall after four years of private life, showed that much of that period must have been spent in keeping track of public affairs. His third inaugural proved to be an able handling of the present needs of Boston and of its future possibilities. The Mayor sees Boston as it is, and then goes on to suggest what Boston may be, the fourth city of America, the hub, not of the universe, perhaps, but certainly the center of an adequate New England plan for the age to be.

Mr Curley is to be congratulated on his address. Seldom does an incoming executive in municipality, State or Nation show greater grasp of a situation or wider vision of what may be made of it. The Boston of Mr Curley's imagination would be one of the most notable of cities.

He makes a splendid beginning of his third term. The promise is excellent, and that is all that can be asked at this time. His problem, like that of any other who takes up a work, is to make the performance, so far as is possible, of equal quality with the hope he has expressed. The American city still remains one of our unsolved but insistent problems. The disposition is very general to recognize Mr Curley's large abilities and to wish him success in his leadership.

GLOBE 1/7/30

CONFERENCE ON MUNICIPAL ISSUES OPENS TOMORROW

The two-day conference on municipal issues, beginning tomorrow, under the joint auspices of the Boston League of Women Voters, the Women's City Club and the Women's Municipal League of Boston, at the Twentieth Century Club at 10:30 o'clock, will be open to the public, men as well as women, and is not limited to the membership of the sponsoring organizations as has been reported.

A special committee on exhibits has arranged material that will illustrate the problems under consideration. The committee in charge of these exhibits is: Miss Catherine E. Russell, chairman; Mrs Richard J. Lane, Mrs Charles G. Andrews, Mrs Albert B. Carter and Miss L. Gertrude Howes. Other committees in charge of the details are headed by Mrs Willard D. Woodbury for enrolment, Mrs Ronald T. Lyman for the dinner, and Mrs True Worthy White for publicity. Mrs Robert L. DeNormandie is chairman of the general committee for the conference.

GLOBE 1/7/30

EX-CITY TREAS CURLEY'S CONDITION IS IMPROVED

The condition of Ex-City Treas John J. Curley, brother of Mayor Curley, who is confined to his home, 52 Winthrop st, Roxbury, with appendicitis, was reported improved last night and his physicians belive an operation may not prove necessary.

Dr David D. Scannell and Dr William Fleming, who are attending Mr Curley, have ordered him to rest for a few days.

GLOBE 1/7/30

MAYOR TELLS PLANS TO ASSIST INDUSTRY

Asks Council to Forget Politics for Business

Pictures Great Development of Flats, Making East Boston Export Center

The possibility of erecting one of the greatest export plants along the Atlantic Coast on the flats of East Boston, near the Boston Airport, to furnish employment for thousands of men and women, was briefly outlined yesterday afternoon by Mayor Curley at the Parker House, where the City Councilors were his guests at a luncheon.

After declaring that too much State interference was one of the troubles with Boston, Mayor Curley said that Boston is too politically minded and it would be to the advantage of the city if those in official life would devote themselves to encouraging new commerce and industry to this city. He asked the Councilors to cease to be politically minded for the next 12 months and in its stead become industrially and commercially minded.

Mayor Curley said that he will recreate the Boston Commercial and Industrial Bureau and make every effort to bring new industry to this city. He said he favored making reasonable concessions and hoped the Councilors would agree with him in plans to attract industry to Boston. He said he felt that if there were a proper development of the flats in East Boston the land could be rented by good salesmen and Boston in return would receive at least sufficient money to meet her interest and sinking fund requirements.

Mr Curley characterized the President Hoover plan for improvements in times of seasonal unemployment as courageous, and said he felt that with such a plan seasonal unemployment should be minimized, if not ended. The new Mayor paid tribute to George Robert White, benefactor, through whose will Boston was establishing a system of health units by which it will, in the opinion of Mr Curley, be possible to concentrate the health activities of the city. He said he knew of no section of the country that was attacking disease more successfully than Boston.

Councilor William G. Lynch of South Boston, new president of the Council, who sat at the right of Mayor Curley, told the Mayor that he felt he could say that the City Council was in accord with his plans as outlined in his inaugural and in his address at the hotel. He said he was certain that Boston was about to enter four years of prosperity.

RECORD 1/7/30

CURLEY NAMES 7 TO JOBS AS FIRST OFFICIAL ACT AFTER INAUGURATION

Mayor Curley Arrives With Six Children for Inaugural Ceremony



Mayor Curley, who yesterday assumed office for his third four-year term, shown with his six children as they reached Symphony Hall yesterday morning for the inaugural ceremonies. Mrs. Curley, who has been ill for several months, was unable to attend, The Mayor asked the prayers of all for her recovery.

New Mayor Speaks to Thousands Over Radio

Inaugurated in a simple but colorful ceremony at Symphony Hall in which he outlined a $15,000,000 city building program, Mayor Curley announced seven members of his cabinet yesterday on taking office for his third term.

The new appointments are:

Corporation counsel, Samuel Silverman, now assistant, at $9000, succeeding Frank S. Deland.

Commissioner of public works, Joseph A. Rourke, at $9000, succeeding James H. Sullivan, who is retired.

Institutions commissioner, James E. Maguire, at $7500, succeeding W. S. Kinney.

Democratic election commissioner, Mrs. Colin W. McDonald, at $6000, succeeding John Marks, recent Nichols appointee.

Chairman of street commissioners, Thomas H. Hurley, reappointed at $7500.

Principal assessor, ex-Congressman Peter F. Tague, at $5000, succeeding Horace Mann.

City censor, John M. Casey, reappointed, at $4000.

The names of these appointees were sent to the civil service commission for confirmation.

The inaugural speech dealt with problems of health, traffic, unemployment and civic development in the typical Curley fashion and the only real surprise of the day was not in it or in the appointments, but in the lack of one of them.

Eugene C. Hultman was not removed as fire commissioner, contrary to general expectations.



Mrs. MacDonald Peter F. Tague

Moreover, Curley spoke of him as a "very capable gentleman" and said the appointment was being held in abeyance until after a conference with Hultman.

This plum, it had been reported, was to drop in the lap of ex-City Councillor Edward F. McLaughlin.

AMERICAN 1/7/30

CURLEY WILL EXTEND SUBWAY AT KENMORE

UNDERPASS AT MASS. AVE. TO BE BUILT AT ONCE

Commonwealth Ave. Work to Begin in February to Give Jobless Work

Getting away to a fast start, Mayor Curley today laid plans for immediate construction of a traffic underpass at Commonwealth and Massachusetts aves. at a cost of $500,000.

He also arranged a conference for Thursday at which plans will be laid for starting work of extending the Boylston st. subway out Beacon st. and Commonwealth ave. at a $3,000,000 cost, taking surface cars out of Governor sq.

While present plans are to extend the subway only up Beacon st. to the Boston & Albany railroad bridge and out Commonwealth ave. to Temple Israel, the mayor said he had instructed the city planning board to consider extension to Union sq., Brighton, and to Audubon circle in Beacon st.

The underpass work is planned to begin Feb. 25, Mayor Curley said, in order to relieve somewhat the unemployment situation.

CONFERENCE THURSDAY

His announcement came following a conference with Ernest Springer, engineer of the city transit department; Col. Thomas F. Sullivan, chairman of the transit board, and Assistant Corporation Counsel Joseph P. Lyons.

The Thursday conference in the mayor's office on the Governor sq. project will have present members of the transit board, the city planning board, trustees of the metropolitan transit district, trustees of the Boston Elevated and directors of the Elevated, Corporation Counsel Frank S. Deland, Assistant Corporation Counsel Lyons and Samuel Silverman, officials of the metropolitan planning division, the Boston street commissioners, the park commissioners, Public Works Commissioner James A. Sullivan and City Auditor Rupert S. Carven.

TO HELP THE JOBLESS

In his inaugural address of yesterday, Mayor Curley reminded that in his last administration he had succeeded in getting legislative authorization for the subway extension and Governor sq. relief. In order to make it possible there must be secured an agreement by the Elevated directors to lease the extensions from the city.

The Mayor said the underpass work at Massachusetts and Commonwealth aves. will be undertaken by the city itself on a day labor basis, the same basis on which the Maverick station of the East Boston tunnel was built, in an unemployment crisis in his previous administration, giving veterans employment at $5.50 a day.

Contd AMERICAN 1/7/30

13 city clerks, 39 chiefs of police, 39 chiefs of fire departments, with selectmen, town clerks, representatives and State senators no end.

That "committee" has already begun a backfire upon the Curley recommendations, exactly as it has opposed every similar suggestion for a generation.

That was to have been expected. The "boys" are content with things as they are.

For some time to come, we expect, our 39 neighbors, large and small, dominated by local chieftains of more or less strength, will ditch the Greater Boston express every time it takes the track.

A striking example of how this selfishness works out at the expense of "old" Boston is presented in Mr. Curley's inaugural address virtually without comment.

The Mayor tells of the $1,600,000 investment in the development at Columbus Park and the Strandway, South Boston. The Park Commission wants $750,000 for its completion. He knows "of no good reason" why the work should not be undertaken. He goes on to say:

"The value of the L Street Bathhouse not only from the standpoint of recreation but also from the standpoint of public health has long been recognized. IT IS MUCH MORE THAN A BOSTON INSTITUTION SINCE ITS FACILITIES ARE UTILIZED NOT ONLY BY PERSONS LIVING WITHIN THE CONFINES OF GREATER BOSTON BUT EVEN BY PERSONS LIVING OUTSIDE OF THE COMMONWEALTH."

Boston is glad to have them come, hopes they will continue to come.

And Boston is confident that one day—not so remote, perhaps, as the local politicians may imagine—the commonsense and spirit of fair play so characteristic of this section will recognize the wisdom of amalgamation.

SUCH a union would give Boston its true rank, FOURTH AMONG AMERICAN CITIES.

The industrial and commercial benefits which would follow are, as Mr. Curley says, self-evident.

How long?

TRANSCRIPT 1/7/30

Curley Calls Conference on Governor Sq.

Wants Immediate Action Upon 1925 Statute—Studies Underpass Also

Having stated in his inaugural address that the time has arrived to provide relief for traffic in Governor square through the removal of surface tracks, Mayor Curley was today in consultation with Colonel Thomas F. Sullivan, chairman of the Transit Commission; Ernest R. Springer, chief engineer, and Joseph P. Lyons, assistant corporation counsel, and announced that he had called a conference for Thursday afternoon at 2.30 o'clock to ascertain the position of the directors and public trustees of the Boston Elevated concerning the legislation of 1925 providing for extension and alteration of the Boylston street subway at that point.

The mayor will have at the conference to meet the Elevated officials members of the Transit Commission, the City Planning Board, the trustees of the Metropolitan Transit District, representatives of the law department, of the Metropolitan Planning Division, the Boston Street Commission, the Park Commission, the commissioner of public works and the city auditor.

Mayor Curley believes that the question of traffic is so serious at Governor Square that the public demands relief without delay, and that as the bill stipulates that the legislation must be accepted by the Elevated officials they should no longer withhold assent. Personally, Mr. Curley would like to see the tunnel extended to Union square, Allston, and the Transit Department has been asked to make studies to this end. The original plan of tunnel extension would cost about $3,000,000.

Another plan of traffic relief mentioned in the inaugural address was that of an underpass at the junction of Commonwealth and Massachusetts avenues, which, under studies made by the Transit Department, could be constructed for approximately $500,000. There is a physical difficulty in this proposition, in that the 48-inch water main extending the length of Commonwealth avenue to Boston Common crosses diagonally at the intersection of the two thoroughfares. If that impediment can be overcome, the mayor would like plans hastened so that he can place the matter before the City Council at once and advertise the project the latter part of February. But the Mayor would have the work done by day labor and under the control of the Transit Department, as was the case with the construction of the East Boston tunnel.

HERALD 1/8/30

CURLEY STARTS SUBWAY PLAN

Acts to Extend Boylston Street Tube—Underpass To Cost $500,000

TO BANISH TROLLEYS FROM GOVERNOR SQ.

Extension of the Boylston street subway under Commonwealth avenue and Brighton avenue to Union square, Allston, and beneath Beacon street to St. Mary's street is one of the ultimate objectives of Mayor Curley.

Pending the grant of necessary legislation he is directing his efforts towards the immediate construction of underpasses beneath Massachusetts avenue at the intersection of Commonwealth avenue, and to the extension of the Boylston street subway beyond Governor square.

His plans call for the start of construction work upon the underpasses not later than Feb. 25. The necessary orders and plans will be submitted to the city council Monday and it is the intention to have the transit department supervise the work, which, by order of the mayor, will be done by day labor.

TO COST $500,000

"This worthwhile improvement which the transit department estimates will cost $500,000 will not only provide employment for a large number of men for a brief period but will permit of the uninterrupted movement of through traffic on Commonwealth avenue," the mayor declared yesterday. The transit department has prepared three studies of the project, one providing for underpasses beneath the present roadways on Commonwealth avenue and the other two suggesting the building of underground road beneath the park in the centre of the avenue.

Because of water and other pipes, which will have to be relocated, among them a 48-inch water supply main, the selection of a plan will undoubtedly depend upon the recommendation of the transit department.

It is believed that the depth of the underpass will be about 20 feet and that the ends of the inclines will be about 400 feet from Massachusetts avenue. If the scheme of two underpasses, each of sufficient width to accommodate two lines of traffic, is adopted, there will be adequate roadway remaining to allow traffic to continue at grade and to make right hand turns into Massachusetts avenue.

A second plan calls for an underpass for two lines of traffic in the centre of Commonwealth avenue while another idea is for a wider tunnel, adequate for three lines of traffic, in the same location. Should the centre of the avenue be chosen for the underpass, it will require through traffic to make a turn from the existing roadways directly into the inclines to the underpass.

WANTS TROLLEYS REMOVED

At a conference tomorrow afternoon Mayor Curley will ask the directors of the Elevated to accept the legislative enactment of 1925, relating to the removal of the surface tracks in Governor square. The directors have not been disposed to look with favor upon this legislation which was obtained by the efforts of Mayor Curley in his last administration to solve the traffic congestion problem.

At the conference there will be the transit board, the city planning board, trustees of the metropolitan transit district, trustees and directors of the Elevated, Corporation Counsel Deland and his assistants Silverman and Lyons, Metropolitan planning division, street and park commissioners, the commissioner of public works and City Auditor Carven.

Mayor Curley intends vigorously to urge upon the Elevated directors the necessity of ridding Governor square of trolley cars.

The transit department plans for relief of congestion call for the extension of the Boylston street subway," said the mayor, "under Commonwealth avenue to a point opposite the Temple Israel and under Beacon street to the easterly side of the railroad bridge. The outside estimated cast is $3,000,000. I propose to have the transit department make further studies upon the idea, which I believe has much merit, of extending the Boylston street subway to Union square, Allston and to St. Mary's street and Beacon street beyond Audubon circle. If we ever have a metropolitan city, such an extension of rapid transit facilities would be of invaluable aid to Newton and Watertown. We need legislation, however, to do more than eliminate the congestion in Governor square, the problem to which I am giving immediate attention."

Mayor Curley will ask the city council Monday to waive the municipal regulation which prohibits the issuance of permits to public service corporations for making excavations in street permits before March 15. He believes that the conference today with officials and engineers of public service corporations will lead to a decision to extend, if not double, their schedules for laying underground electrical conduits this year and to co-operate with them in providing employment. He will suspend, with the aid of the council, the regulations which prohibit an immediate start upon such construction work.

ATTACKS LIGHT RATE HERE AS EXORBITANT

Atty. Marshall Tells Utilities Commission Company Has Grown Fat Since 1921

Wycliffe C. Marshall, attorney for consumers seeking a rate reduction from the Edison Electric Illuminating Company, today presented more than 40 exhibits at a continued hearing before the Public Utilities Commission.

Corporation Counsel Frank S. Deland and Samuel Silverman, named yesterday by Mayor Curley as Deland's successor, represented the city's petition for reduced rates.

Marshall contended that the company's business has increased to an unusual degree since 1921 and that during this time it has not made any substantial decreases in rates.

"Its current assets are twice its current liabilities," he said, to indicate the prosperity of the company.

EXPECT 15,000 AT POLICE BALL

The biggest event on the social calendar for the Boston police is scheduled for tonight when 15,000 are expected to gather at Mechanics Hall for the annual police ball.

Governor Allen and Mayor Curley have been invited along with a host of other celebrities.

Patrolman and Mrs. Daniel J. Leary of the East Dedham st. station will lead the grand march, always the feature event of the police ball. Officer Leary is the outgoing president of the Police Relief Association. Behind him in the line Police Commissioner Wilson and Superintendent Crowley and their escorts will hold places of honor.

MONITOR 1/7/30

MAYORS BACK HOOVER PLANS IN INAUGURALS

1/7

Metropolitan Boston Cities to Build—Enforcement of Laws Demanded

Support of President Hoover's policy of expenditure for public works during 1930 was pledged in the inaugural addresses of several newly elected mayors in and around metropolitan Boston. The subject of law observance and law enforcement was strongly emphasized in several addresses.

John J. Murphy, the first Democratic Mayor ever elected by Somerville, praised President Hoover's program. "We are in full accord with the request of President Hoover in regard to the initiation of a program of municipal improvements, as soon as the same may be done, in order to ease the present industrial depression by providing means of employment," Mr. Murphy said in his address.

Enforcement Demanded

On the question of law enforcement, Mr. Murphy said: "The police department should be given every possible assistance by the city government in order that it shall not be handicapped in enforcing the law. I am determined that in Somerville the protection of lawless elements will not be tolerated, and no condition will be permitted to arise that shall warrant, during my administration, any intereference by federal, state or county authorities."

A survey of general civic and economic conditions in Somerville by the authorities of the Massachusetts Institute of Techonology, and of traffic conditions by the authorities of Harvard, was also recommended by Mr. Murphy.

Philip J. Gallagher, in taking up the mayoralty of Woburn, said in reference to President Hoover's program: "We must do everything in our power to respond." Mr. Gallagher also proposed the creation of an industrial commission to assist present industries and encourage the location of new ones.

More Patrol Cars

Harold D. Bent, the first mayor of Brockton to hold that office for three terms, pledged his support to President Hoover's program. More patrol cars were advocated for the police department, to tighten up law enforcement.

Richard M. Russell, in assuming the duties of chief executive of Cambridge, outlined a sweeping reorganization of the police department, called for more schools, and proposed the formation of a planning board to advise the city on street widening projects, made necessary by the growth of automobile traffic

MONITOR 1/8/30

$100,000,000 ROAD PLANNED TO CUT CORE OF BOSTON

1/8

Combined Surface and Subway Would Bisect Business District

HAS DIRECT BACKING OF LARGE INTERESTS

Would Be 60 Feet Wide With Arcaded Sidewalks—Year Proposed for Study

A combined surface and subway vehicular traffic artery involving a maximum estimated cost of $100,000,000, running from the junction of Stuart and Washington Streets to Washington and Hanover Streets, backed and supported by prominent business men and traffic experts, is proposed for Boston.

The project has the indorsement of Mayor Curley, Henry I. Harriman, chairman of the Metropolitan Planning Board; William J. McDonald, real estate expert; Bruce Wetmore, associated with the Wetmore-Savage Company; Dr. Miller McClintock, national traffic expert, and Frederick H. Fay, chairman of the Boston Planning Board.

The project, according to Mayor Curley, will require at least a year of educating the public to what it actually means. It will be a vehicular transit "backbone," to use the words of Mr. McDonald. The plan is to have the surface road run directly above the subway artery, each road being 60 feet wide, with arcaded sidewalks providing crossing about the surface road for pedestrians.

The subway would have connections with the proposed East Boston vehicular tunnel, thus furnishing easy entrance to Boston's uptown shopping districts to out-of-town traffic.

City Could Compensate Cost

By exercising the right of eminent domain, the city of Boston could, according to Mayor Nichols, take possession of the 650,000 square feet of land required for the project, 100,000 for the street proper and the rest for building sites along the artery. By selling the land adjacent to the proposed artery to industries at its enhanced valuation the city could be compensated over and over again for the cost of the project, the Mayor said. Provision for parking would be included in the subway construction.

Future plans, according to Mr. McDonald, will require immense study and rsearch work. He classed the project as the greatest ever undertaken in the world for vehicular traffic facilitation. It is an enterprise of such magnitude, he said, that education of the people will be necessary before it can readily be entered upon.

The proposed artery would pass from the junction of Washington and Stuart Streets to Washington and Hanover Streets through the present site of the City Hall by way of Province Street, and touch upon those streets now intersecting on Washington Street.

Whether or not the present City Hall would have to come down in a question to be solved. Plenty of time will be taken to judge just where it would pass and what buildings it would be necessary to remove. Authorities are unanimous in declaring that it would establish a new uptown Boston with a modernistic atmosphere of speed and efficiency in traffic regulation not yet attained in any other city in the Nation.

Conference on Post Office Site

In view of the possibilities of the abandonment of the Post Office Square site by the Federal Government, Mayor Curley has asked for a conference by the City Planning Board and group of Boston architects, to consider and make a study as to the formation of a civic center for Boston on that site.

A possible erection of an auditorium and possibly a new city hall and such other buildings that might contribute to a new adequate civic center is proposed by the Mayor as subject for the conference.

Continuing his reorganization of the city "family" Mayor Curley appointed Capt. John J. Lydon to succeed John W. Reth as Soldiers' Relief Commissioner and Joseph A. Conry to fill the post of William A. Fisher, resigned Traffic Commissioner. Mr. Conry is a former Congressman from Boston and Captain Lydon has been active in military affairs for many years.

Immediate Traffic Action

Immediate action on the construction of the underpass referred to in his inaugural address at Commonwealth Avenue under Massachusetts Avenue, will be sought by Mayor Curley in an order to be submitted to the City Council next Monday for the expenditure of $500,000 on the project. Studies of the proposed pass are already in the hands of the Traffic Commission. One of them would provide for two lanes of traffic while the other two would require three.

An immediate start on subway extension work from Massachusetts Avenue and Boylston Street is also being pressed by Mayor Curley, who said he would also like to see an extension of the Boylston Street subway under Commonwealth Avenue to Union Square at Cambridge Street, North Beacon Street and Brighton Avenue, and under Beacon Street to St. Mary's Street.

Request that the Boston Airport be made a port of entry was conveyed in a letter written to James J. Davis, Secretary of Labor, by Mayor Curley, who advocates an expenditure of $1,000,000 for airport improvements. He has also written to Washington seeking the transfer of Governor's Island by the Federal Government to the City of Boston for airport expansion purposes.

TRANSCRIPT 1/7/30

Curley Makes Silverman His Law Dept. Head

Names Mrs. Macdonald to Election Board and Tague as an Assessor

Mayor Curley made several appointments on his first day in office and accepted the resignations of five prominent city officials who had served during the Nichols administration. He also named his office force. Most prominent of the appointments was that of Samuel Silverman as corporation counsel, the name having been mentioned in speculation for the last two weeks. Mr. Silverman succeeded Frank S. Deland and has been in the law department since March, 1919. Contrary to expectation, the mayor did not remove Fire Commissioner Eugene N. Hultman. He conferred with the fire commisioner and announced that there would be another conference within a few days.

The mayor's first appointment was that of Joseph A. Rourke to be commissioner of public works, succeeding James H. Sullivan, who has nearly reached the retirement age. Mr. Rourke occupied that position in the previous administration of the mayor. Former Congressman Peter F. Tague of Charlestown was appointed principal assessor at $5000 a year, succeeding Horace B. Mann of Dorchester. James E. Maguire, editor of the East Boston Free Press, was appointed institutions commissioner at $7500, the place now being held by William S. Kinney. Mrs. Colin W. Macdonlad of New Heath street, Roxbury, was appointed as member of the election commission at $6000 a year, replacing John D. Marks, formerly secretary of the board of appeal of the building department, who only a few weeks ago was made election commissioner. Thomas J. Hurley was reappointed member of the street commission.

The mayor retains John M. Casey as municipal censor and also his assistant, Joseph J. Mikolaiewski. The other members of his office force as follows:

Secretary, Francis J. Brennan, $5000.
Assistant secretary, Arthur B. Corbett, $4000.
Assistant secretary, Frank B. Howland, $3500.
Assistant secretary, Louis Borrasso, $2500.
Chief clerk, Cornelius Beardon, $3500.
Assistant chief clerk, John P. Mahoney, $3000.
Clerk, Frank Benson, $2500.
Chief stenographer, Joseph P. Hanlon, $3000.
Assistant stenographer, John A. Sullivan, $2700.
Assistant stenographer, Edmund Hoey, $2500.
Messenger, Frank T. Pedonti, $1600.
Chauffeur, Charles Mannion, $2600.
Telephone operator, Alice Leonard, $2000.

Mayor Curley abolished the rent and housing commission, directing that the work be assigned to an attache of the city law department. He took a step toward remedying the unemployment situation by calling a conference of representatives of several public service corporations to discuss the possibility of doubling the four miles of underground mileage that these corporations are required by law to lay each year.

AMERICAN 1/7/30

Fourth City of the U. S. A.!

Mr. Curley Again Urges a GREATER Boston, Population 1,808,845

MAYOR CURLEY'S third inaugural, as full of good things as a Christmas stocking, is the practical and business-like paper of an expert in city government.

It ought to be clipped and studied by every citizen, and not only by citizens of "old" Boston but of every town and city in the Metropolitan District.

If the men and women of Greater Boston were not already informed of conditions which have been brought about in this vicinity by the continued encroachment of State authority upon local administration, Mr. Curley makes it clear in that part of his address in which he reports that the City of Boston was last year called upon to pay $4,464,227.71 as its proportionate share for the cost of "metropolitan activities."

The District tapped Boston $1,110,027.88 for metropolitan parks, called for $433,399.57 for metropolitan sewers, took $221,788.73 for the Charles River Basin, and got $129,806 for the Northern Artery, $33,867.49 for the Southern Artery and $75,841.27 for miscellaneous assessments. Largest of all demands was $2,459,496.77 for metropolitan water.

Is this home rule? Has Boston any "say" about these expenditures? Are we proportionately represented on Metropolitan boards? Mr. Curley tells us:

"Apparently it is the purpose of the State Government to extend the scope of its activities and control over the affairs of cities and towns within the Metropolitan area so called until such time as the officials in charge of such cities and towns become purely figureheads.

"THE DEPLORABLE FEATURE OF METROPOLITAN DISTRICT CONTROL LIES IN THE FACT THAT THE CITIES AND TOWNS COMPRISING THE METROPOLITAN DISTRICT HAVE NO DIRECT VOICE IN THE MATTER OF EXPENDITURES AND IN THE CASE OF BOSTON ARE PRACTICALLY WITHOUT REPRESENTATION UPON THE MEMBERSHIP OF THE COMMISSIONS."

Declaring that a Boston of 800,000 population "cannot continue to bear the burdens that should be borne in part by the cities and towns within the Greater Boston area," the Mayor renews and re-enforces his recommendation that communities within 15 miles of the State House come together—perhaps under the City of London's "borough" plan—as Greater Boston.

Firmly of the opinion that worthwhile progress is possible only through united action by these cities and towns, Mr. Curley would have the London County Council plan studied by a committee made up of recognized authorities in municipal government. He realizes that the principal argument against the creation of a Greater Boston is based upon its supposed threat at local autonomy, but he points out that this consideration was not permitted to hold back the "seven leading American cities which today outrank Boston in population."

In the communities roundabout us there are 13 mayors,

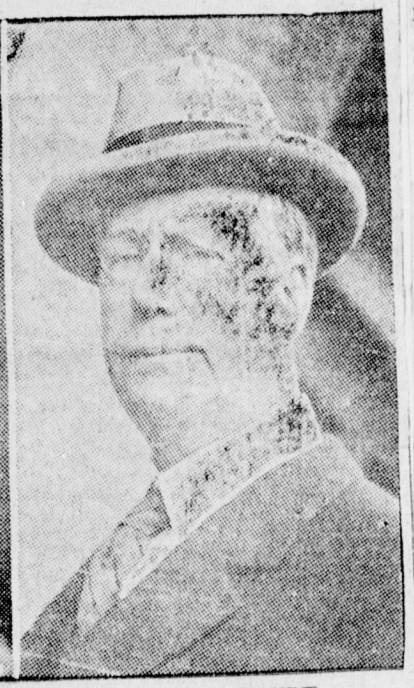
HERALD 1/8/30

FISHER OUSTED, CONRY NAMED TO TRAFFIC BOARD

APPOINTED TO HIGH CIVIC OFFICE



CAPT. JOHN J. LYDON
Soldiers' relief commissioner



JOSEPH A. CONRY
Traffic commissioner

CURLEY PLANS HEAVY SLASH IN DEPARTMENT

Money It Spent Since Last May Astounding, He Declares

ACTION AVERTS FIN COM ATTACK

Mayor Would Speed Schoolhouse Work—Lydon for Soldiers' Relief

By JAMES GOGGIN

Mayor James M. Curley yesterday struck suddenly at the Boston traffic commission, deposing William A. Fisher, the traffic commissioner, and replacing him with former Congressman Joseph A. Conry. At the same time he made known that he had asked for Fisher's resignation, and issued a statement severely criticising the work and methods of the commission, the need of which he questioned.

Opinion at City Hall was that the mayor had acted on the informal recommendation of Chairman Frank A. Goodwin of the finance commission, as it was learned that the latter was about to challenge the payrolls and expenditures of the traffic commission, which was established last May under former Mayor Malcolm E. Nichols. This caused wide speculation and uneasiness in city departments as it is assumed that Goodwin has also given the mayor the benefit of a quiet survey of the municipal service he has been making.

With the expectation that the appointment will be approved by the civil service commission, Mayor Curley is prepared to issue definite instructions to Conry immediately to reorganize the department, dispense with needless employes, and cut the cost of maintenance to the minimum.

"I feel that Mr. Conry will take hold of this department," said the mayor, "and reorganize it without necessity of action by me. The amount of money which this commission has expended since last May is astounding. I really see no particular need of such a commission. The street commission handled the work fully as satisfactorily before the separation was ordered."

That the finance commission has been scrutinizing the records of the traffic commission, preparatory to vigorous arraignment of its management, became known shortly before announcement of Conry's appointment.

Incomplete records show that the commission has found it necessary to employ 10 stenographers, some of them in order that they might not be deprived of their civil service rating and that they were paid from $1600 to $2100 per year. In addition the payroll has included a variety of engineers, assistant engineers, clerks, chauffeurs, foremen, sub-foremen, investigators and other employes. Many of them were added Dec. 6 and more Dec. 31 and the traffic commission, according to the records, was used to absorb a large number of employes who would otherwise have been out of work at the end of the Nichols administration.

LYDON FOR SOLDIERS' RELIEF

The position of commissioner carries a salary of $7500. Another appointment, which had been predicted, was that of Capt. John J. Lydon of South Boston as soldiers' relief commissioner in place of John A. Reth, who is a past commander of the state department of the American Legion. The salary is $6000.

Frederic J. Crosby, a sinking fund commissioner, who had been a holdover since 1928, was reappointed to this unpaid position until April 30, 1931.

Other appointments will be made daily. The mayor has the resignations of several department heads including Treasurer Frank L. Brier and Collector George H. Johnson. It is believed that Fire Commissioner Eugene C. Hultman has also resigned, but the failure of the

HERALD 1/8/30

mayor to name former Senator Edward F. McLaughlin as his successor has given some hope to the supporters of the commissioner that he may be continued.

William A. Fisher, deposed traffic commissioner, last night refused to be drawn into any controversy with the mayor.

He asserted that toward the end of the year an appropriation of $350,000 was made, but that the commission did not use any of it, and he believed that the expenses of the commission for the present year would be much higher than under the Fisher regime in 1929.

Fisher said that when he took office Boston was 10 years behind the times in the matter of proper regulations for handling the mass of traffic which flows in and out of Boston daily. Hundreds of signs and beacons had to be installed throughout the city by the commission. With the tercentenary year here, he said that between $40,000 and $50,000 would be expended alone in the matter of informational signs and other methods for handling traffic, and making it easier for people to find direct routes to and in and about the city.

Chairman Goodwin of the finance commission said last night that he could not discuss the traffic commission situation. When told of the City Hall understanding that the finance commission had been scrutinizing the records of the traffic commission, he said, "Well, let it stand at that for the present."

It was believed however, that Mayor Curley's appointment of Conry and his order to reorganize will avert any formal inquiry by the finance commission.

Mayor Curley made known that he had suggested to the board of schoolhouse commissioners with whom he conferred yesterday that they adopt a construction program for the next two or three years entailing expenditures of $15,000,000 in preference to a 10 or 15-year building program.

He announced that the supreme convention of the Knights of Columbus would be held in Boston during August and that 150,000 visitors were predicted. The convention city was selected at the meeting of the supreme council, in session at St. Louis, and report was made to the mayor by John E. Swift.

TITLE TO GOVERNOR'S ISLAND

Congressman Douglas was asked by the mayor to promote the transfer of title to Governor's island from the nation to the city, and to initiate action towards the construction of a mooring mast for dirigibles at the island. The mayor stressed the benefit to the navy.

In another letter to Secretary of Labor Davis, the mayor asked him to designate the Boston airport as a port of entry. The mayor visualizes the completion of the development which he outlined in his inaugural address and which will extend the airport to Governor's island, a project which is estimated to cost $1,000,000.

In his request for the making of the airport a port of entry, the mayor wrote: "The city of Boston, in line with the program of President Herbert Hoover, anticipates an expenditure of $1,000,000 for the development of the Boston airport. The Boston airport is rapidly becoming one of the most important and best equipped air station upon the Atlantic coast and it is my sincere desire, as mayor, that it shall be the best on either the Atlantic or Pacific coast.

"It is possible for you to aid in this most laudable ambition and in addition serve the cause espoused by your chief in the matter of minimizing unemployment by giving your approval to this, the petition of the city of Boston, that the Boston airport be made a port of entry."

In explaining his purpose the mayor said that it was possible that steamers coming to Boston from the provinces could be induced to dock at the enlarged airport.

ACTIVE IN PUBLIC LIFE

Joseph A. Conry Has Studied Boston Traffic Situation

Joseph A. Conry, new traffic commissioner, has been a lawyer for 25 years, and has been actively engaged in political and public affairs. He has served in Congress, in the common council and on the board of aldermen and was the presiding officer of both branches of the municipal government.

In 1911 ex-Gov. Fiss made him a director of the port of Boston, and he was reappointed by ex-Gov. Walsh. During his service he made an intensive study of the traffic situation in Boston, and paid particular attention to the routing of freight traffic between the railroad terminals and express offices. He declined the offer of ex-Gov. McCall to continue as a port director, but accepted appointment as a member of the commission on terminal port facilities which laid out the army base in South Boston. In 1908 he was named Russian consul, and served until the overthrow of the Czar's government.

Capt. John J. Lydon, new soldiers' relief commissioner, was born in South Boston in 1884, and has devoted his life to the publication of a weekly newspaper and to military affairs. He enlisted in the old ninth infantry as a private, went to the Mexican border in 1916 ,and spent 19 months in France with the 101st infantry, and rose from the ranks to a captaincy. He is a past commander of Michael J. Perkins post, American Legion, and president of the Enlisted Men's Association of the ninth infantry. During the previous Curley administration he was a member of the mayor's secretarial staff.

NEW CITY APPOINTEES

If the officials whom Mayor Curley names hereafter are of the same type as those whom he has appointed already, the major routine affairs of the city will be in extremely capable hands. And routine is of the utmost importance in municipal, state or national affairs. Wasn't it President Lowell who said on Beacon Hill a while ago that "the government of the United States" was not the President and his cabinet, but the heads of departments?

Samuel Silverman, to take the most conspicuous of the men recently appointed, will now serve the fourth successive administration. He becomes Corporation Counsel, at $9000 a year, after an experience of about eleven years in the law department. In that period he has won the complete confidence and respect of all who have had relations with him. The average person cannot say off hand whether Mr. Silverman is a Democrat or a Republican; what part, if any, he has had in the political career of Mayor Curley; or what his views are on any of the projects which the Mayor favors. The appointment is thereby all the more admirable, and it should be commended, with sincere congratulations to the Mayor. Intense loyalty to Boston is perhaps the chief characteristic of Mr. Silverman—that and a thorough knowledge of the complex legal structure built up by the city and the state.

The retiring Corporation Counsel, Frank S. Deland, who resigned several days ago and has withdrawn in accordance with wise and long established custom, had Mr. Silverman as his chief assistant. In all the needless uproar raised by the Finance Commission and others, Mr. Deland has not figured at all. There has been no whisper of scandal or hint of impropriety in the conduct of his office. A prominent municipal official who can retire after four years, with as sweet a reputation as he had when he took office, is to be envied. And probably he is more enthusiastic than anybody else at this appointment of the Mayor's. We see in it a fine omen of what is to come.

HERALD 1/8/30

Sam Silverman Had to Fight For Education and Career

New Corporation Counsel Sold Papers, Tended All-Night Vending Machines While Earning Way Through College

By THE HERALD'S ROVING REPORTER

"Daddy, when are you going to bring home the corporation counsel?"

This question, asked by Fred L. Silverman over the telephone yesterday marked a high spot in the career of Samuel Silverman, Boston's new corporation counsel. Fred is 3 years old, and still divides all good things into two classes: Those who are good to eat; and those which are good to play with. Naturally, he wanted to see his daddy's new "corporation counsel."

Mr. Silverman explained to his son that he would betake the corporation counsel home in time for supper, and returned to the pile of work and congratulations on his desk.

All day long, they came and went, his admirers, well-wishers, and friends. Mr. Silverman himself was scarcely visible among the huge baskets of flowers which had turned the corporation counsel's offices in the Lawyers' building into a florist's shop.

SMALL FRIENDLY MAN

He is a small, friendly man, with a few gray hairs among the black. His eyes sparkle with interest in people and the world, and it is hard to believe that he could, on occasion, bitterly attack the enemies of his native city in the courts of law.

Above all, he is a good and attentive listener.

Mr. Silverman was born 37 years ago in the South end. His parents were immigrants, and very poor. From the very beginning of life he had to fight for an education and a career. He earned his way through school and college, and was even able to help his father financially while doing it.

While seling papers at Castle and Washington streets in the South end, while delivering papers to his customers on Beacon street, while earning his way through college by working all-night filling candy vending machines, Mr. Siverman's sole ambition as a boy had been to be a lawyer.

He first decided to be a lawyer while a member of a debating team at Hale House. The late Alfred Bunker, then master of the Quincy grammar school which he attended, advised him, if he wanted to be a lawyer, to enter Boston Latin school. He graduated from Latin in 1911, and from Boston University law school in 1914. He was admitted to the bar in 1915. In that same year, although only 23 years old, he was elected to the state Legislature from the old ward 9 in the South end.

HIS GREAT CRISIS

In 1919, Mayor Peters appointed him assistant corporation counsel, and he has held that job since, under Mayor Curley and Mayor Nichols.

"The great crisis in my life came when I was about to enter college," he said when interviewed. "I had to borrow the first year's tuition. It was going to be necessary to work from 11 P. M. until 7 A. M. filling vending machines. It was a question whether I had the courage to go on with it.

"I think that the biggest thrill of my life was not my wedding, my graduation, my admission to the bar, nor my appointment as corporation counsel yesterday. I think my biggest thrill is yet to come, and will come very soon. On Jan. 29, my father and mother, Jacob and Annie Silverman, will celebrate the golden anniversary of their wedding, surrounded by their children and grandchildren. I expect to get a bigger kick out of that than anything I have ever done.

"My only hobby is the library which I am now building. I have always been a great admirer of Disraeli, because of his tremendous energy in overcoming obstacles. He is an important figure in my library.

"He was a great patriot, to be sure, but I do not think that he or any one else is entitled to any credit for loyalty to the land of his birth or adoption. It goes without saying that a man will be loyal. A man can be no good who isn't. No, I admire him because he reached great heights as premier of Great Britain in the face of seemingly insuperable handicaps.

ADMIRES NEW MAYOR

"For the same reasons I admire the new mayor of Boston. I have served under two other mayors and they were fine men. But Mayor Curley is a great executive. Many men do not understand him. He has great projects in view, and will give this city a brilliant administration. It is only necessary to watch him at his desk and to see the despatch with which he handles a great amount of detail, without a moment's hesitation.

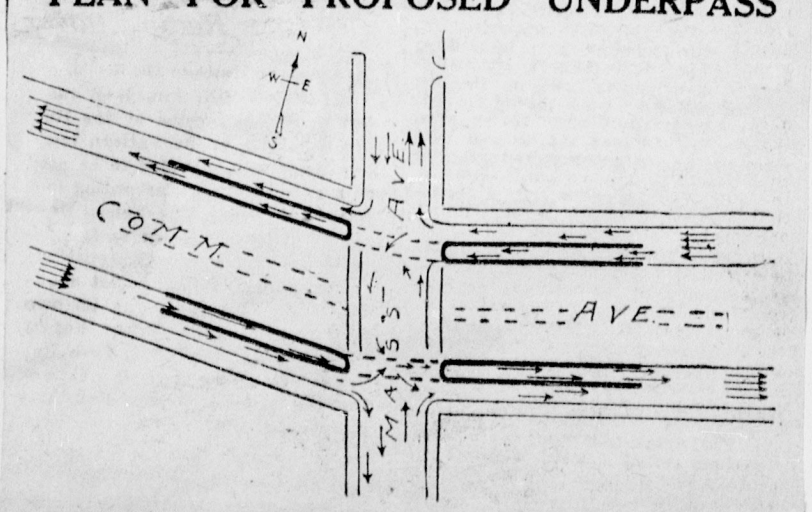
"I agree with Mayor Curley and hope to see Boston a greater city, not the self-centred place that it is now, but one of the really big cities of the world, incorporating the suburban communities that really belong in it."

Mr. Silverman's only athletic reputation was won as a forward on the basketball team at the Hale House. He has not had time to engage in sports since. He gives much credit to the workers at Hale House and Lincoln House in shaping his career. For a while, after he grew up, he was a boys' club leader at the first place.

One of his greatest prides is in the loyalty of his daughter, Sara Jane, 7, a pupil in the third grade of the Alexander Hamilton school, who trudged to school yesterday morning with a photograph of her daddy under her arm to show her teacher. "She thinks I am a great man," he said. "I hope I shall never do anything to make her change her mind."

HERALD 1/8/30

PLAN FOR PROPOSED UNDERPASS



One of three plans now being considered for the underpass at Massachusetts and Commonwealth avenues. Under this plan there would be two lines of traffic passing under Massachusetts avenue on Commonwealth avenue on both inbound and outbound sides, with two lines of traffic on the right side of the road at surface level for turning left or right onto Massachusetts avenue. The underpass would extend for about 400 feet on either side of Massachusetts avenue.

HERALD 1/8/30

THE MAYOR'S GREATER CITY

In his inaugural address Mayor Curley dealt at length with the relations between the municipality of Boston and the cities and towns of that far larger area constituting the greater city which is the real Boston. For several cogent reasons he desires to bring about some kind of unification that shall give Boston the rank among the great cities of the United States to which justly she is entitled. The advertising value of the mere announcement that Boston is not the eighth city of America but the fourth would be enormous in the judgment of Mr. Curley and other capable judges. The financial and administrative aspects of his argument deserve close attention. He finds Boston paying more than half the total costs of our several Metropolitan District services, and he feels that we may profitably study the borough system adopted long ago by the city of London as a possible solution of our own governmental problem. He definitely suggests that a Metropolitan District Finance Commission be created to study and report upon the work of the District Commissions and that a committee be appointed to report on the feasibility of the creation of some system of Metropolitan government.

The figures cited by the Mayor to illustrate the undoubted fact that Boston largely finances the services which are developed mainly for the "convenience and benefit of adjacent cities and towns" may well be amplified by a few details. The city paid last year as its share of the total cost of Metropolitan activities more than $4,460,000. To ascertain the ratio of such payments to the total cost of these activities, we take the official reports for 1928. They show that the total assessments upon the forty cities and towns and of the District, for water, parks and boulevards, the sewerage systems and the Charles River Basin, amounted to $8,304,000. Boston's share was $4,421,000, which is more than 53 per cent. The total debt of the Metropolitan District as of July 1, 1928, including the funds for Nantasket reservation as well as the other activities mentioned, amounted to $36,822,000, of which Boston was charged with $20,748,000, or more than 55 per cent. Brookline and Cambridge each was charged with something less than $2,000,000, Somerville with $1,500,000, and Quincy with $1,000,000.

Boston's share in 1928 of the total Metropolitan Water assessments was 67 per cent., and in 1929 amounted to $2,460,000, of which $1,290,000, or more than half, was the interest charge alone on the debt of the water district. Boston pays 52 per cent. of the total sinking fund requirements, the serial bond payments, and the interest and maintenance charges of the Metropolitan parks, excepting Nantasket, and including the boulevards and the Charles River Basin, and 48 per cent. of the maintenance costs. We have two sewerage districts, the northern and the southern. For the support of the former, Boston's total assessment is $108,000, and for the latter $347,000. The next largest allotment of the southern is $97,000 for Brookline. The two together show a total of $1,640,000, with Boston paying more than 27 per cent. thereof, or $455,000.

In considering such statistics it must be remembered that the size of the several Metropolitan Districts varies. The Metropolitan Sewerage District North includes eighteen cities and towns, the Southern has only ten. The Water District has twenty cities and towns, and the Metropolitan Park District includes forty towns and cities.

Mayor Curley says that the inclusion of the cities and towns within fifteen miles of the State House would make Boston the fourth city in the country. The Civic Bureau of the Chamber of Commerce has just completed a careful examination of the population statistics of the Metropolitan area in response to the suggestion of the Federal census officials that they were prepared to develop new methods for defining the metropolitan districts of the larger cities. The old rule that all communities within ten miles of the central city, having a density of more than 150 to the square mile, no longer reflects actual conditions. Various control factors are suggested which should be applied in these studies, such as public utility areas, the operations of sales organizations, store deliveries, the intensive circulations of newspapers, and the like.

The Civic Bureau submits figures to show that what we call usually the Metropolitan District is a minimum area for Boston and recognizes none of the commercial or industrial factors which ought to be considered. The Boston of today has an area of forty-four square miles. This larger district would be 409 square miles, and its forty cities and towns would show a total population of 1,809,000 as against municipal Boston's 780,000 in 1925. Add a belt of twenty-four more communities, closely related to Boston, and the area would become 750 square miles and the population 2,016,000, which presumably would make this the fifth city in the country. But when the trading territory and marketing area entire is taken in, the area mounts to 1700 square miles and the population to 2,543,000. The rank would then be fourth rather than fifth.

And these areas would be far smaller than those which have been suggested for most of the other great cities of the land. Philadelphia actually suggests a district of 8,700 square miles, San Francisco a district of 7000 square miles, while New York, Chicago and Cleveland are content with about 3000 square miles each. The new Mayor has raised a subject which is far more than academic.

RECORD 1/8/30

City Censor Casey Is Able to Leave Hospital

John M. Casey, city censor, stricken with a heart attack at his office Monday, was released from the Haymarket Relief yesterday, completely recovered, and is expected back on the job at City Hall today.

TRAVELER 1/6/30

The Mayor Swings Into Action

WE are glad that Mayor Curley appointed a woman as election commissioner.

Women vote. They should have representation on the committee.

And we give words of praise of the mayor for his promptness in starting work for the traffic underpass at Massachusetts avenue and Commonwealth avenue.

That is action. It is action Boston wants. It is action Boston will get so long as Mayor Curley maintains the standard we know he is capable of maintaining.

TRAVELER 1/6/30

The Narrow Gauge Petition

THE public utilities commission has a fine opportunity to show that it is really "public" in its service and that the accent is not on the "utilities" part of its title.

The Narrow Gauge railroad used to get five cents a ride. Then it got ten cents a ride. And now it wants fifteen cents a ride. It is possible, of course, that it should get fifteen cents a ride. We do not know. It is up to the road to prove that it should have this increase.

And it is up to the public utilities commission to bear in mind that the rights of the residents of the districts served by the road are quite as sacred as the rights of invested capital.

There are some places along the lines of the road where the people may turn to other means of transportation. In other districts the residents must use the line. There will be plenty of protest. The commission exists solely to listen to evidence in exactly these circumstances.

It is true that public utilities should be permitted to charge rates that will make Massachusetts companies attractive investments, but it is true also that public utilities exist primarily to give public service, at reasonable rates. The public utilities commission represents justice, not Santa Claus.

AMERICAN 1/6/30

CURLEY FAVORS NEW LIBRARY

Mayor James M. Curley today sent a letter to Gordon Abbott, president of the trustees of Boston public library following a conference with Supt. of Schools Jeremiah Burke, with reference to the installation of a trade reference library at the continuation school in Common st., South End.

The mayor wrote to Mr. Abbott: "I am informed that the Boston continuation school, recently erected on Common st., contains quarters that were designed by the school house commission to serve as a library.

"The opportunity for creating a trade school library similar to the one now in use in Detroit, where reference books relative to progress in various trades and mechanical industries might be be available to the pupils of this school and to the public as well, in view of the fact that the school is located in the business center of Boston, should serve a most valued purpose and, provided the suggestion appeals to your board I will greatly appreciate an early conference between the library trustees, the school commission, the superintendent of schools and the newly created school house commission, with a view to some definite program for the rendering of a useful service."

TRAVELER 1/6/30

Senator Parkman Speaker at Conference on Municipal Issues

"Boston is singled out for a larger degree of state control and a lesser degree of home rule than any of the other cities in the state," said Senator Henry Parkman, Jr., speaking today at the conference on municipal issues before the Boston League of Women Voters, the Women's City Club and the Women's Municipal League of Boston.

COUNTRY VERSUS CITY

Th senator's topic was "What Will Home Rule Mean to Boston," and the high lights of his address were his criticisms of our present form of government which gives the state Legislature control over a considerable portion of Boston's affairs.

"One reason given for this state control is Boston's size, not only in population, but in wealth and commercial activity, and also the fact that the state Capitol is located here.

"It is sometimes said that the true underlying reason for the greater control exercised by the state over Boston affairs, than over other cities is political, that the Republicans have taken advantage of the power inherent in the state to assume and retain control of local affairs in Boston, a Democratic city."

The speaker declared in his opinion the history of question would not substantiate this, that is was much more likely that it could be attributed to the age-old antagonism between city and country and the natural suspicion of the city by legislators from country districts.

The speaker declared that the matter of tax limit is perennially before us as a glaring example of our lack of authority to govern ourselves and of legislative interference with a matter of local concern.

USUALLY A COMPROMISE

"Every year, we see the spectacle of the finance commission and the Mayor trudging up the hill to argue pages of figures based on estimates that are far apart, to the committee on municipal finance. That committee could not, if it would, decide the argument purely on its merits and determine what each department should spend. And so the decision is usually a compromise, a rough 25 or 50 cents is lopped off the Mayor's estimate and the annual farce is over. I think it is time we put an end to this and placed the responsibility where it belongs, upon the city administration."

Other speakers on the morning program were Prof. Brewer G. Whitmore of Smith College, who gave a resume of Boston's early history and Mrs. F. Louis Slade, regional director of the New York City League of Women Voters, who talked on "The Citizen and the City."

Mrs. Robert L. DeNormandie, chairman of the general committee, opened the meeting and presented Miss Frances G. Curtis, vice-chairman. Miss Curtis explained that the purpose of the two-day conference is to give those attending a clearer idea of municipal affairs.

"Knowing Boston" is the keynote of the conference.

TRANSCRIPT 1/6/30

Where Commonwealth Clashes with Massachusetts

The pressing need to relieve traffic congestion at the crossing of Massachusetts and Commonwealth avenues the Transcript recognized, and specially emphasized, as long as one year ago. For the issue of Jan. 26, 1929, sketches were prepared, showing how this need could be met by the construction of an over-pass. A short strip of the central grass plots in Commonwealth avenue would be sacrificed above and below Massachusetts avenue for just enough distance to permit the building of easy inclined approaches to a bridge over Massachusetts avenue. This would carry the heavy traffic of one of Boston's principal arteries from the east to the west free and clear of all interference with, or delay by, the heavy traffic of one of Boston's main highways from the north to the south.

Now Mayor Curley recognizes the urgency of accomplishing some permanent improvement of traffic conditions at this important crossing, and declares that he will seek immediate legislation authorizing the construction of an underpass in Commonwealth avenue from the easterly side of Massachusetts avenue to the west side of that avenue. Obviously, this would result in just the same benefit so far as traffic is concerned, the only difference being movement above grade, in the open air, in the one case, and movement below grade in the other. Between these two—for such a short distance—there is no sufficient reason for an unalterable preference, and if completed studies shall show that the underpass is in every way feasible, most citizens, we believe, will be as content with the one as the other.

It is true, however, that the underpass plan encounters an obstacle in the great 48-inch Commonwealth avenue water main—one of the newest and most important lines in Boston's water system—which crosses diagonally under Massachusetts avenue from the west to the east. Engineers may, of course, find means so to plan the highway underpass that it will not interfere with this main. But if the conflict should prove a really serious matter, then certainly it would be well to give fresh consideration to the design of an overpass. If the open-air causeway were to be constructed at the same time with the extension of the Boylston street subway under Governor square, then earth from the subway excavation could be utilized for the fill, above ground, which would be necessary for constructing the causeway approaches. In this way the overpass plan would be favored by some quite substantial economic saving.

TRAVELER 1/6/30

$100,000,000 Double Deck Traffic Highway Urged

Experts Would Make Province Street Connect Stuart and Hanover—Subway to Shawmut Avenue Also Advocated

A $100,000,000 double deck traffic highway, between Washington and Tremont streets, extending from Stuart to Hanover streets, and a provision for the extension of the subway traffic to Shawmut avenue, was the plan unfolded to Mayor Curley today by William J. McDonald and Bruce Wetmore, real estate experts.

60-FOOT TRAFFIC ROUTE

The plan which was shown to the mayor calls for a 60-foot traffic thoroughfare which would be a continuation of Province street to Stuart street and to Hanover street.

The scheme proposed by McDonald and Wetmore provides for the construction of a thoroughfare at the present level of Province street, the construction of a through traffic subway beneath that street, and for the taking by the city of 650,000 square feet of property, of which 100,000 square feet would be utilized for the thoroughfare.

This would mean the demolition of all buildings on a width of at least 200 feet from Stuart to Hanover street. McDonald and Wetmore say, however, that the only two buildings of really modern construction affected would be the Edison building on Boylston street, and the Keith Memorial Theatre.

MANY RAMSHACKLE BUILDINGS

The real estate men also say that the plan calls for the razing of a lot of ramshackle buildings in Boston, particularly so in the district between Court and Hanover streets, a section they characterized as the building cemetery of the city.

They figure that it would cost the city $100,000,000 to take all the property, raze buildings, etc., but the excess of land over that to be used for the proposed 60-foot street could be sold for as much if not more money than the actual investment, so that ultimately the city would have the new street without a cent of cost to the taxpayers.

The plan proposed also calls for the construction of a double-deck sidewalk, one at street level, the other above it on a level with overhead bridges at street intersections, so that it would be possible for pedestrians to walk uninterruptedly across streets without danger from automobiles.

FROM SUBWAY TO BUILDINGS

It is pointed out that it would be possible from the traffic subway to enter basements of buildings or stores and to be carried to any floor by means of elevators, and that it would permit of the delivery of merchandise to the basemment of buildings, as well as providing ample parking space for several thousand automobiles.

The realty experts declared that it would be easily possible to make a direct connection with the Boston end of the East Boston tunel when it is built, thus allowing uninterrupted movement of traffic from East Boston to Shawmut avenue. They suggested that the old City Hall would be demolished but there would remain the possibility of erecting a new building after the style of the City Hall annex, with driveways on either side.

TAKE YEAR OF STUDY

Mayor Curley, speaking of the proposed plan said:

"This new double street plan will require at least a year of study and a program of education before the public can determine whether or not it is agreeable to such a courageous major program of this character."

Miller McClintock, traffic expert, is highly enthusiastic about the plan and declared that it would be the making of Boston.

Frederic H. Fay of the city planning board is also an enthusiastic advocate of the scheme.

Henry I. Harriman, president of the Chamber of Commerce, said that if the land remaining after the construction of the highway can be sold it is a wonderful plan.

TRAVELER 1/6/30

PLAN DISCUSSION OF CIVIC CENTRE

Mayor and Architects to Take up Subject Monday

Creation of a civic centre, with municipal auditorium, a new City Hall and other buildings which usually comprise such a unit, on the site of the old Federal building, will be discussed by Mayor Curley and members of the city planning board, with Ralph A. Cram, Charles Coolidge, Clarence Blackall and Charles D. Maginnis, Monday.

The mayor also has asked the trustees of the Public Library to confer with the school committee and the new board of schoolhouse construction to consider the establishment in the Boston continuation school on Common street of a trade reference library patterned after the famous mechanical library in Detroit.

TRANSCRIPT 1/8/30

Mayor to Call Conference on War Memorial

Will Discuss Federal Building Site with Officials and Architects

Civic Center Project

Great Main Traffic Artery Through Heart of City Also Proposed

Mayor Curley's reaction to the Transcript suggestion of last Saturday, that Postoffice Square, and the now vacant land adjoining be devoted to the purposes of a memorial to the veterans of the World War and the new Federal Building be erected elsewhere, is wholly favorable; so much so, in fact, that the mayor has authorized a conference between himself and members of the City Planning Board and leading architects of the city to discuss the proposal. The conference will take place about the middle of next week, if details of attendance can be arranged. This does not mean that His Honor has yet committed himself to the proposed plan, but he is keenly aware that the erection of a suitable war memorial has lagged too long and he is eager to show his interest in any plan which will hasten recognition of the heroic services of the Massachusetts soldiers.

It is understood that the conference, with the Memorial Federal Building project as the nucleus of discussion, will consider also a still more ambitious plan, according to which a great civic center may be established, probably in the South End or in the Back Bay, which eventually might include, in addition to the post office, a new city hall and other groupings of buildings for public purposes which would constitute one of the finest municipal clusters in the United States. This project also has been laid before him in addition to others having to do with the construction of a great main traffic artery through the heart of the city, with elevaed sidewalks, bridges for foot traffic and other appurtenances which would accommodate alike motor car and foot traqffic and at the same time improve the facilities for the delivery and shipping of goods to and from the mercantile houses which would line the thoroughfare.

Mayor Curley is approaching all these proposals in a friendly yet conservative spirit. He realizes the immense cost implied in the Post Office and other undertakings, and, in fact, he can see that somewhere in the course of the proposed change or development it might seem appropriate to expect some aid from the State, particularly with reference to the proposed shift in the Post Office location, for the vacant square down Milk street is extremely valuable, worth perhaps much more than might be paid for land elsewhere, and he believes the public will recognize that a Federal Building will not be erected in Boston exclusively for the use of the residents of the city. Federal as well as State aid might be invoked, in connection at least with Post Office enterprise—but these are details to which, naturally, he has had no time to give attention.

It may be said positively, however, that the proposal of a War Memorial and a larger and more suitably-placed Federal building appeals strongly to his inclination to memorialize his own administration with monuments in brick and stone which will outlast the present generation, and the gentlemen with whom he will confer next week will find him in a receptive mood toward any practical suggestions which will make possible the realization of even a part of his dream of so beautifying the city of Boston and improving its transportation, governmental, commercial, educational and health facilities as to make Boston a leader among the municipalities of the country in all these respects.

The mayor is especially desirous also of instituting such improvements in the North End as will show an appreciation of the enterprise of the Boston & Maine Railroad and the promoters of the new hotel to be operated in connection with the North Station, in seeking to bring that part of the city up to the level of prosperity and popularity which characterizes other parts. An encouraging feature of the Federal Building project is the intimation from Washington that the Postoffice Department is not adverse to the proposed change in location, if more land for expansion can be acquired

Wants Airport to Be Port of Entry

Mayor Curley has written to Secretary of Labor Davis requesting that the East Boston airport be made a port of entry and to Congressman John J. Douglass suggesting that he take the necessary steps with the Federal Government for the transfer of Governors Island to the city, to become a part of the airport.

The letter to Secretary Davis said:

"The city of Boston, in line with the program of President Herbert Hoover, anticipates an expenditure in the sum of $1,000,000 for the development of the Boston airport.

"The Boston airport is rapidly becoming one of the most important and best equipped air stations upon the Atlantic coast and it is my sincere desire, as mayor, that it shall be the best on either the Atlantic or Pacific coast.

"It is possible for you to aid in this most laudable ambition and in addition serve the cause espoused by your chief in the matter of minimizing unemployment by giving your approval to this, the petition of the city of Boston, that the Boston airport be made a port of entry.

"I trust that this will be done at the earliest possible date, since it will be of value in furthering the adoption of the program which I have presented for airport development."

John W. Reth Named State Fire Marshal

Former Commissioner of Soldier's Relief Is Given Post by Governor Allen

John W. Reth of Boston, former commissioner of soldier's relief of the city of Boston, who was removed by Mayor Curley when the latter assumed office, was appointed State fire marshal today by Governor Allen to take the place of George C. Neal of Lynn, who died recently. The appointment was referred to the executive council at its weekly meeting and will not be acted upon following the custom until a week from today. Mr. Reth is a former State commissioner of the American Legion.

Other appointments made by the governor included Gertrude Fiske of Boston to be a member of the State Art Commission in the place of Walter Gilman Page, who resigned during the discussion over the Tarbell painting of former Governor David I. Walsh; Charles H. Chase of Northampton as public administrator, in place of Warren M. King, who also resigned recently; George A. Mossman of Gardner and Frank E. Lewis of Nantucket, the former to be associate medical examiner in the second Worcester district and the latter medical examiner of Nantucket County; and Thomas H. Kirkland of Springfield as master in chancery. Both the Kirkland and Lewis nominations were reappointments.

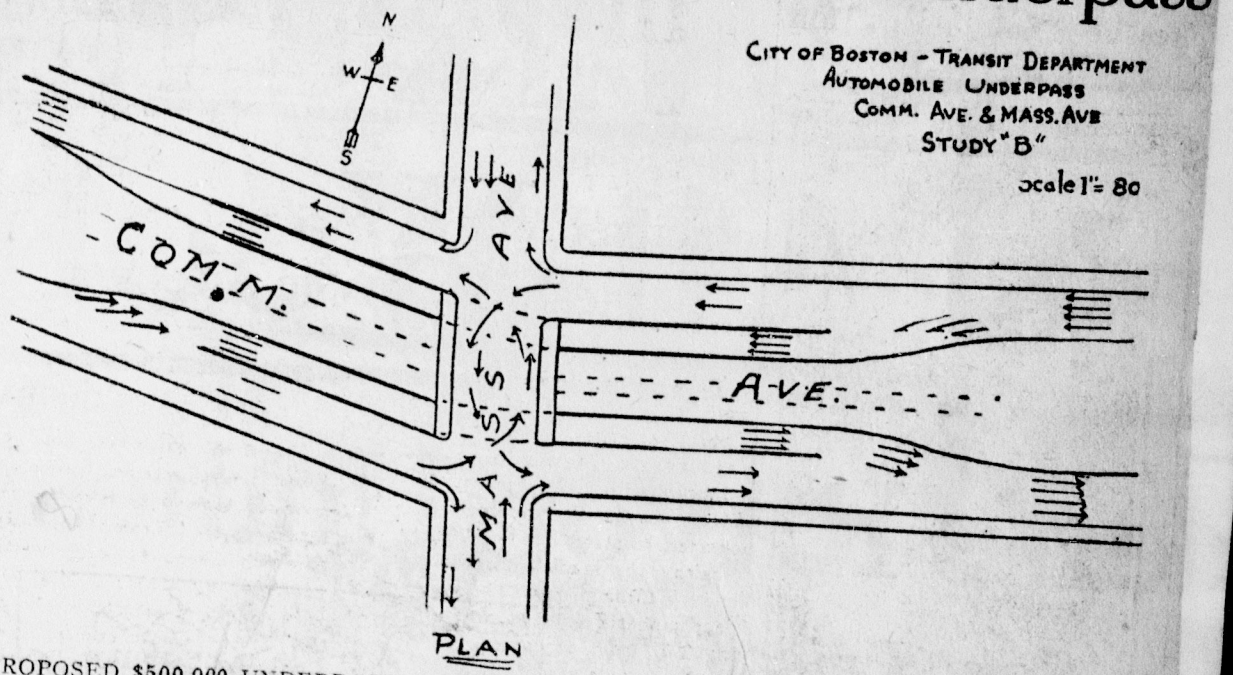
Although it is the usual custom for the Executive Council to act upon a nomination at the next meeting after it is submitted, no action was taken today on the re-appointment of William C. Adams as director of the division of fisheries and game in the State department of conservation, to whom there has been considerable opposition on the part of sportsmen.

The Council, on learning of the death of former Councilor Francis W. Aldrich of Springfield, voted unanimously upon the motion of Councilor Chamberlain, to send a telegrap of sympathy to Mrs. Aldrich and a proper floral tribute. The governor, in the Council's presence, administered the oath of office to Edward T. Simoneau, assistant attorney general as special justice of the Marlboro District Court. Mrs. Simoneau, Attorney General Joseph E. Warner and members of the attorney general's staff witnessed the ceremony. The governor also administered the oath to Charles Southworth who was recently appointed recorder of the Land Court.

Miss Gertrude Fiske, whom the governor appointed to the art commission, was born in Boston and educated here in private schools. She received her art education at the Boston Museum of Fine Arts under Tarbell, Benson and Hale and studied landscape with C. H. Woodbury at Ogunquit, Me. She has exhibited at the Pennsylvania Academy of Fine Arts, Carnegie Institute, Pittsburgh; Art Institute, Chicago; National Academy of Design, New York; Institute of Arts, Detroit; John Herron Art Institute, Indianapolis and several other places. She is the holder of numerous awards. Miss Fiske lives in Weston and has a studio at 132 Riverway, Boston.

Post 1/8/30

Mayor Curley Orders Start on Commonwealth Ave. Underpass



PROPOSED $500,000 UNDERPASS AT COMMONWEALTH AND MASSACHUSETTS AVENUES

Plan above was drawn by the Transit Commission to show how Commonwealth avenue traffic may be passed under Massachusetts avenue by taking two strips off the park reservation for use as inclines for automobile tunnels, leaving the surface lanes for motorists making left and right turns. The project will cost $500,000, and will start next month, following a public hearing.

Making an early start to carry out his inaugural promises for the improvement of rapid transit facilities and the relief of traffic congestion and unemployment, Mayor Curley yesterday ordered the construction of a $500,000 underpass of Commonwealth avenue beneath Massachusetts avenue and called a conference for tomorrow to consider the removal of surface tracks from Governor square by extending the Boylston street subway out Commonwealth avenue and Beacon street at a cost of $3,000,000.

For four years the Elevated board of directors have delayed the subway extension, which was authorized by the Legislature in 1925, under the provisions of chapter 341 which was recommended by the Mayor during his last administration.

The Mayor will seek to obtain the agreement of the El directors to lease the tunnel extension, so that the city can start work. At the conference tomorrow afternoon at 2:30 o'clock in the Mayor's office other experts will be present. Invitations have been sent to the Elevated board of public trustees, the board of trustees of the Metropolitan Transit district, the Metropolitan Planning division, the City Planning Board, and requests have been made on the Transit Commission, the Street Commission, the Park Commission, the Public Works Commissioner, the city auditor and the corporation counsel to be present.

The Mayor explained that he had invited the Metropolitan boards because of the fact that it might be advisable to obtain new legislation to extend the subway beyond the points mentioned in the last law. Instead of ending the tunnel at Blandford street, the Mayor urged that it be constructed as far as Audubon circle on the Beacon street branch and as far as Union square, Brighton, on the Commonwealth avenue branch, to provide better transit service for Brookline, Watertown, Newton and Waltham.

At the order of the Mayor, the Transit Commission started plans for the construction of a traffic underpass at Massachusetts avenue, to relieve the delays on Commonwealth avenue. This could be built at a cost of $500,000 according to the estimates of the city engineers.

John J. Curley Is Reported Much Better

Marked improvement in the condition of John J. Curley, former city treasurer and brother of Mayor Curley, was reported last night from his home at 52 Winthrop street, Roxbury.

Mr. Curley was stricken ill with a sudden attack of appendicitis recently, but is reported to be well on the road to recovery. Although his physicians yesterday morning announced that a surgical operation might be necessary in the next few days, it was said last night that such would not be the case.

CITY CENSOR CASEY TAKEN SUDDENLY ILL

Just after he was reappointed by Mayor Curley to be chief city censor, John M. Casey, who has served in that position for the past 26 years, was stricken with an attack of acute indigestion, which necessitated his immediate removal to the Haymarket Relief Hospital.

Dr. Karl Bailey, deputy health commissioner, summoned to the Mayor's office, where Mr. Casey was taken suddenly ill, administered first-aid before ordering him to the hospital. There he was advised to remain overnight.

Mayor's Auto to Bear Registration No. 7535

With the appearance yesterday of Mayor Curley's official automobile, it was learned that his registration number is 7535 and not 7353, as was announced last week at City Hall. In making the announcement the official registration was confused with the number 7353, which is the number issued to Metcalf & Eddy, engineers, at 1300 Statler building Boston.

Post 1/8/30

WILL SPEND $1,000,000 ON AIRPORT

Curley Wants to Use Governor's Island as Part

Primary steps for the expansion of the East Boston Airport at a cost of $1,000,000 were taken yesterday by Mayor Curley in communications to Washington seeking to obtain from the federal government the ownership of Governor's Island and urging the approval of the airport as a port of entry for planes on the international air ways.

ASKS DOUGLASS' AID

To Congressman John J. Douglass of East Boston, his personal friend, the Mayor last night despatched a letter, requesting him to take the necessary steps to secure federal approval to make Governor's Island a part of the airport.

He urged the Congressman also to appeal to the federal government to erect a dirigible mooring mast at Governor's Island, stressing the importance of such a facility for navy dirigibles coming to the navy yard at Charlestown in the future.

In the event that the federal government turns the island over to the city, the Mayor proposes to level the old block house and make Governor's Island a part of the airport by filling in the harbor mud flats now extending between the island and Jeffries Point, East Boston.

Writing to his friend, Secretary of Labor James J. Davis, with the salutation "Dear friend Jim," the Mayor announced his intention of spending $1,000,000 on the airport, in line with President Hoover's appeal for the construction of public improvements. He urged the Labor Secretary at Washington to obtain the approval of the Boston airport as a port of entry for planes from foreign fields, including the fields now in operation in Canada and Mexico.

Post 1/8/30

CONRY IS HEAD OF TRAFFIC

Mayor Curley Gives $7500 Post to Attorney



JOSEPH A. CONRY
Former Congressman, appointed traffic commissioner by Mayor Curley.

Mayor Curley, rapidly completing the organization of his cabinet, released a surprise last night when he announced selection of former Congressman Joseph A. Conry for the $7500 post to succeed Traffic Commissioner William A. Fisher, who has turned in his resignation.

While it was known that the Mayor would urge Attorney Conry to accept an important post in the administration of the city, it was variously reported that the former Congressman would fill the position of city collector or superintendent of supplies, for a score of candidates were seeking the top berth in the Traffic Commission.

True to predictions, the Mayor appointed Captain John Lydon of South Boston, who has been prominent in military circles, to the $6000 position as soldiers relief commissioner to replace Commissioner John W. Reth, past State Commander of the American Legion, who was appointed to the post only a few months ago by Mayor Nichols.

The Mayor also announced the reappointment of Frederic J. Crosby to the unpaid board of sinking funds commissioners, his term having expired in 1928, although he was held over until yesterday before being named to another term, ending next year.

Others Still on Job

Among the other members of the official family of the preceding administration whose resignations have not yet been accepted are Fire Commissioner Eugene C. Hultman, City Treasurer Frank L. Brier, Sinking Funds Chairman Eliot Wadsworth, Park Commisioner Charles H. Innes, Director of Public Celebrations George H. Johnson, Superintendent of Supplies Herbert S. Frost and Mrs. Nina M. Gevalt, Republican member of the Election Commission.

The naming of Mrs. Colin W. MacDonald, vice-chairman of the Democratic State committee, to the Election Commisssion, indicated the future retirement of Mrs. Gevalt, according to reports at City Hall.

FISHER DISTURBED

William A. Fisher, Boston traffic commissioner, who was among the department heads "fired" by Mayor Curley yesterday, told the Post last night that after he had left City Hall for the day he was told that Mayor Curley had made certain statements detrimental to the department and its work.

He said that he would go to the Mayor this morning to ask him if the story was true. And if he learns that it is, Fisher said, it might make a difference in his plans. He said he had agreed to stay on the job until the nomination of ex-Congressman Joseph A. Conry had been acted on by the Civil Service Commission.

But this story he heard last night, he said, might, if true, make a difference in his plans.

"If the Mayor did make that statement, as I have been told," Fisher said, "I cannot understand it and it may have some bearing on my actions at City Hall tomorrow when I see the Mayor about it.

"I cannot understand any statement like that coming from Mayor Curley. It is so different from his attitude toward me in the conference I had with him today. At that time he was very friendly and he asked me to stay on the job until Mr. Conry's appointment had been accepted by civil service.

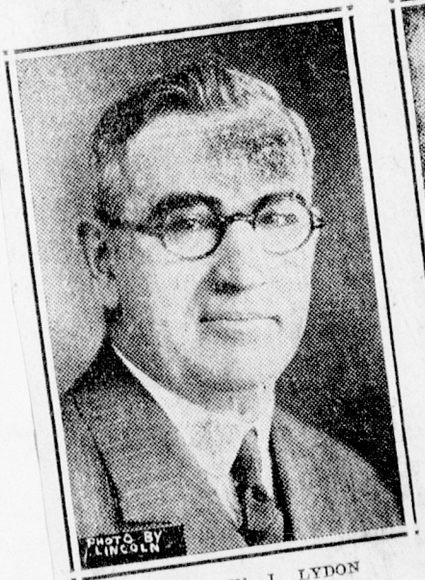
"I told him I would. But this makes it look different. I cannot make any definite statement now on what I will do until I get to my office in the morning and have a talk with the Mayor."

Fisher said that the appointment of someone else to fill the berth of traffic commissioner was not unexpected. He said it is the usual political turnover and that every department head whose position is appointive expected to be replaced with the coming of the new administration.

GLOBE 1/8/30

CONRY APPOINTED TO TRAFFIC POST

Curley Names Ex-Congressman to Fisher's Position—Makes Lydon Head of Soldiers' Relief



CAPT JOHN J. LYDON
Soldiers' Relief Commissioner



JOSEPH A. CONRY
Traffic Commissioner

The organization of Mayor Curley's "official family" continued yesterday when two more city positions were filled after resignations were received from Traffic Commissioner William A. Fisher and Soldiers' Relief Commissioner John W. Reth.

Joseph A. Conry was named to the $7500 traffic post and Capt John J. Lydon took over the relief commissioner's place at $6000 a year.

Mayor Curley also reappointed Frederick J. Crosby as Sinking Funds Commissioner, an unpaid position.

Formerly Russian Consul

Mr Conry, who lives at 60 Rockwood st, Jamaica Plain, is a lawyer, having been a member of the Massachusetts bar for the past 25 years. He is an ex-president of the Common Council and an ex-chairman of the Board of Aldermen. He also was a member of Congress from Boston.

He was appointed by Gov Eugene N. Foss in 1911 as one of the directors of the port of Boston and was reappointed by Gov David I. Walsh. During his service on this board he made an intensive study of the traffic situation in Boston, particularly with reference to the routing of freight traffic between the various railroad terminals and express offices. He declined appointment at the hands of Gov Samuel H. McCall and was subsequently appointed by Gov McCall as Massachusetts member of the Commission on Terminal Port Facilities. This commission laid out the Army Base at South Boston.

Mr Conry was appointed in 1908 as consul for the Russian Empire and served until the overthrow of the late Government. During the period of his service he devoted much time to the building up of commerce between Massachusetts and Russia.

Lydon a Publisher

Capt Lydon was born in South Boston in 1884 and has been active in military affairs for a number of years. He has served in the army in all ranks from private to captain and saw service at the Mexican border and in the World War, being overseas for 19 months. He is president of the Enlisted Men's Association of the 9th Regiment, M. N. G., and is a past commander of Michael J. Perkins Post, A. L., South Boston.

Capt Lydon has been in the newspaper business for the last 30 years, and since 1908 he has been the owner and publisher of The South Boston Inquirer, a weekly newspaper. Capt Lydon was a member of the House of Representatives from old Ward 15, South Boston, in 1913 and 1914. In the last Curley administration he was an assistant secretary to the Mayor and associate editor of The City Record. He is married and makes his home at 5 Gates st with Mrs Lydon and their five children.

GLOBE 1/8/30

SCHOOL BUILDING GROUP PAYS CALL UPON CURLEY

Among the callers at Mayor Curley's office at City Hall yesterday afternoon were the new School Building Commissioners, Chairman Lan and Messrs Donoghue and Sleeper, accompanied by Louis K. Rourke, superintendent of construction. They came to pay their respects, and during their stay they had an informal discussion of the school building program.

Mayor Curley indicated that he favored a building program of two or three years, with an expenditure of perhaps $15,000,000, instead of the longer 10-year program.

GLOBE 1/8/30

Yes, there is a Santa Claus! Mayor Walker of New York has just made former Mayor John F. Hylan a justice of the Children's Court in the Borough of Queens for 10 years at a salary of $17,500 a year, and after he has served one year Justice Hylan will become eligible to the pension that was denied him by the courts following his retirement one day before the expiration of his term as Mayor in 1925. Is Mayor Curley thinking of doing anything for former Mayor Nichols?

HULTMAN TO STAY ON JOB FOR WHILE

Fire Commissioner Eugene C. Hultman, in morning clothes and tall silk hat, occupied a reserved seat on the platform during the inauguration of Mayor Curley. At the reception held in an adjoining band room, at the conclusion of the exercises, the fire commissioner grasped the Mayor's hand and whispered in his ear. Although it was reported that he would be "fired" the first day, Commissioner Hultman will remain on the job for a few more days at least, for he has a scheduled conference with the Mayor next Thursday.

GLOBE 1/8/30

MASS-AV UNDERPASS PLANNED BY CURLEY

Mayor to Ask for $500,000 for Commonwealth Tube

Proposes Also That "L" Extend Subway at Governor Sq Now

Eager to get an early start on the traffic recommendations in his inaugural address, Mayor James M. Curley yesterday announced that on next Monday he will submit to the City Council plans and an order for a $500,000 mortor vehicle traffic underpass at the intersection of Commonwealth and Massachusetts avs, in the Back Bay.

The Mayor is of the belief that the improvement is desirable as a measure of relief, and can be constructed with the use of a portion of the mall in Commonwealth av. Col Thomas F. Sullivan, chairman of the Boston Transit Commissioners, in conference yesterday with the Mayor, told the latter that he felt the work on the underpass could be started by Feb 25.

Day Labor for Job

Mayor Curley directed the head of the Transit Department to have the work done by day labor, being of the opinion that if the work is started as promptly as possible it will in some measure relieve the unemployment situation in this city.

Mayor Curley regards traffic conditions at Commonwealth and Massachusetts avs as among the worst in the city and feels that if the proposed underpass is built, there will be an uninterrupted flow of through traffic along Commonwealth av.

Three studies of the proposed underpass are now before the Transit Department. One study is of an underpass which would utilize part of the present roadway of Commonwealth av and the two others which would utilize part of the present park of Commonwealth av and let the roadway remain as it is. The inclines to the underpass would begin some 400 feet either side of Massachusetts av and there would be an incline of about 20 feet.

The underpass under the roadway of Commonwealth av would provide for two lanes of traffic. The two plans for the underpass under the present park of Commonwealth av would provide respectively for two and three lanes of traffic.

Would Extend Subways

Mayor Curley also hopes to end the traffic jam at Governor sq by asking the directors of the Boston Elevated system to accept the legislation passed in 1925. The legislation was introduced by Mayor Curley in his previous administration. Acceptance of the act by the Elevated directors, who with other City and State officials have been invited to attend a conference in the Mayor's office at City Hall at 2:30, would authorize the extension and alteration of the Boylston-st subway for the purpose of removing the surface cars from Governor sq.

Mayor Curley said that if it is agreeable to the public trustees and the directors of the Elevated system, construction work can start promptly.

Mayor Curley said that he would like to see the Boylston-st subway extended under Commonwealth av to Union sq at Cambridge st, North Beacon st and Brighton av, and under

GLOBE 1/8/30

MAYOR TAKES STEPS TO EXPAND AIRPORT

Asks Davis to Make Field Here a Port of Entry

Calls on Douglass to Help In Adding Governors Island, With Big Mast

Writing Secretary of Labor Davis that Boston, in line with the program of President Hoover, anticipates an expenditure of $1,000,000 for the development of the Boston Airport, Mayor Curley yesterday asked his old-time friend to give his approval to the petition of this city that the airport be made a port of entry.

At the same time, Mayor Curley wrote Congressman John J. Douglass of East Boston, at Washington, suggesting that he take the necessary steps with the Federal Government for the transfer of Governors Island, Boston Harbor, to this city, to become a part of the Boston Airport. The Mayor also asked Congressman Douglass to ascertain on the question of constructing a dirigible mooring mast at Governor's Island.

His Letter to Davis

The letter to Secretary Davis said:

"The city of Boston, in line with the program of President Herbert Hoover, anticipates an expenditure in the sum of $1,000,000 for the development of the Boston Airport.

"The Boston Airport is rapidly becoming one of the most important and best equipped air stations upon the Atlantic Coast and it is my sincere desire, as Mayor, that it shall be the best on either the Atlantic or Pacific Coast.

"It is possible for you to aid in this most laudable ambition and in addition serve the cause espoused by your chief in the matter of minimizing unemployment by giving your approval to this, the petition of the city of Boston, that the Boston Airport be made a port of entry.

"I trust that this will be done at the earliest possible date, since it will be of value in furthering the adoption of the program which I have presented for airport development."

Letter to Douglass

His letter to Congressman Douglas:

"In the inaugural address delivered on Jan 6, I outlined a program for development of the Boston Airport which contemplates the transfer of Governors Island to the City of Boston, and the making of Governors Island a part of the airport.

"It will be necessary to secure Federal approval before this work can be undertaken by the city of Boston and I would appreciate your taking the necessary steps in this matter at once.

"It is likewise desirable, in order that the Boston Airport may be developed into the outstanding airport in the United States, that a dirigible mooring mast be constructed at Governors Island.

"It occurs to me that possibly the Federal Government might desire to do this in view of the fact that the Boston Navy Yard would benefit and I would appreciate your ascertaining the facts."

RECORD 1/8/30

$1,000,000 MORE FOR AIRPORT, CURLEY PLAN

A plan to make the $7,500,000 East Boston airport the greatest in the country by the expenditure of an additional $1,000,000 for improvements, and the annexation of Governor's Island on which to erect a mooring mast for dirigibles, was revealed by Mayor Curley last night.

The Mayor appealed to Secretary of Labor James J. Davis to aid in this ambition by making the Boston airport a port of entry, while at the same time he made public a letter written to Cong. John J. Douglass, seeking his aid to have Governor's Island transferred from federal to city authority in order to make it a part of the airport.

It was suggested in the Mayor's letter to Sec. Davis that the federal government might be sufficiently interested to construct the mooring mast for dirigibles on the island, since the Charlestown Navy yard would benefit by it.

As the projected improvements will call for a large outlay of money, the mayor reminded Sec. Davis that it would be in line with President Hoover's program for minimizing unemployment.

ASKS FOR STUDY OF GREATER BOSTON

In line with the inaugural recommendation of Mayor Curley yesterday Representative James J. Twohig of South Boston filed a bill with the clerk of the House to provide for appointment of a special commission to study and report upon the advisability of a consolidation of all cities and towns within a radius of 10 miles of the State House into a Greater Boston.

RECORD 1/8/30

$7500 TRAFFIC JOB TO CONRY

Three Other City Plums Handed Out by Mayor

One of the biggest political surprises so far was sprung by Mayor James M. Curley late yesterday when he appointed Joseph A. Conry, former congressman, as traffic commissioner, to succeed William A. Fisher, traffic expert.

Two other less surprising appointments, that of John J. Lydon as soldiers' relief commissioner and the reappointment of Frederick J. Crosby as sinking funds commissioner, were the other political plums of the day.

Neither of them were as unexpected as the elevation of Conry to the post of traffic commissioner, which is only a year old, and carries a salary of $7500 a year.

HELD MANY POSTS

Conry was believed to have been scheduled for corporation counsel or for city treasurer.

He is a Boston lawyer, a former president of the common council, chairman of the board of aldermen, a former member of Congress and a former director of the port commission.

In 1911, ex-Gov. Foss appointed him as one of the directors of the port of Boston and he was reappointed by ex-Gov. Walsh.

Later, ex-Gov. McCall made him a member of the terminal port commission. For several years until the fall of the Russian Empire, he was consul of that country in Boston. He lives at 60 Rockwood st., Jamaica Plain.

In the post of soldiers' relief commissioner, John J. Lydon succeeds former State Commander John W. Reth of the American Legion, who turned in his resignation yesterday.

LYDON A WAR VET

Lydon holds the rank of captain, served in the World War, is prominent in Legion activities. He is also the editor of the South Boston Enquirer. The position pays $6000 a year.

Frederic J. Crosby's is the only reappointment on the list. He holds the position until April, 1931.

The mayor was still silent on his plans for Fire Commissioner Eugene C. Hultman, who, so it was rumored, will be ousted.

He also did nothing about the post of building commissioner, recently vacated by Louis A. Rourke.

The city treasurer's job is also still unfilled as is the post of city purchasing agent.

Among the names of those believed to be to the front in the race for building commissioner are those of Edward W. Romer, chief of building construction, and James Cahill, chief clerk in the building department.

It is generally believed that William E. Kelly of Dorchester a Curley Republican, will be named as election commissioner to succeed Mrs. Nina N. Gevalt, Republican woman member of the board appointed by Nichols.



John J. Lydon

HERALD 1/8/30

NICHOLS BOOMS BIGGER BOSTON

Ex-Mayor Says City Far Behind in Growth That Ought To Be Realized

[Special Dispatch to The Herald]

ATTLEBORO, Jan. 7—Declaring that trade and business long ago assumed a metropolitan aspect but in administration the city of Boston is far behind the growth that ought to be realized, former Mayor Malcolm E. Nichols addressed the annual membership meeting of the chamber of commerce here tonight.

The former mayor of Boston opposed the assumption that Boston is anxious to become a metropolitan city because of the ambition to increase its size and said that this view "is quite superficial."

"There is no reason why a street traffic four times in density over the traffic of 10 years ago should be administered in 40 different systems, or that health regulations should obey 40 different sets of regulations," he said. "Or that the reduction of fire losses, the protection of property and life should be subject to a maze of varying administrations.

RECORD 1/8/30

CURLEY MOVES TO TAKE KINKS OUT OF TRAFFIC

Mayor Curley took swift steps yesterday toward eliminating two of the worst spots for traffic congestion in the city, at Governor sq. and Commonwealth and Massachusetts aves., and at the same time provide jobs for hundreds of unemployed at a total cost of $3,500,000.

An underpass at Commonwealth and Massachusetts aves. will solve the problem of auto congestion there at a cost of $500,000, Curley believes, and he ordered work to begin on it by February 25. The city will undertake the work on a day basis at the rate of $5.50 per day for labor.

To relieve Governor sq. of its daily traffic snarl, the mayor proposes an extension of the Boylston st. subway out Beacon st. and Commonwealth ave. at a cost of $3,000,000. This would take surface cars out of the square entirely.

A conference will be held tomorrow by the mayor with Col. Thomas F. Sullivan of the transit board, Asst. Corp. Counsel Joseph P. Lyons and Elevated and other officials, over the subway extension which already has legislative sanction.

AMERICAN 1/6/30

Mayor's Bid for Solution of Traffic Problem

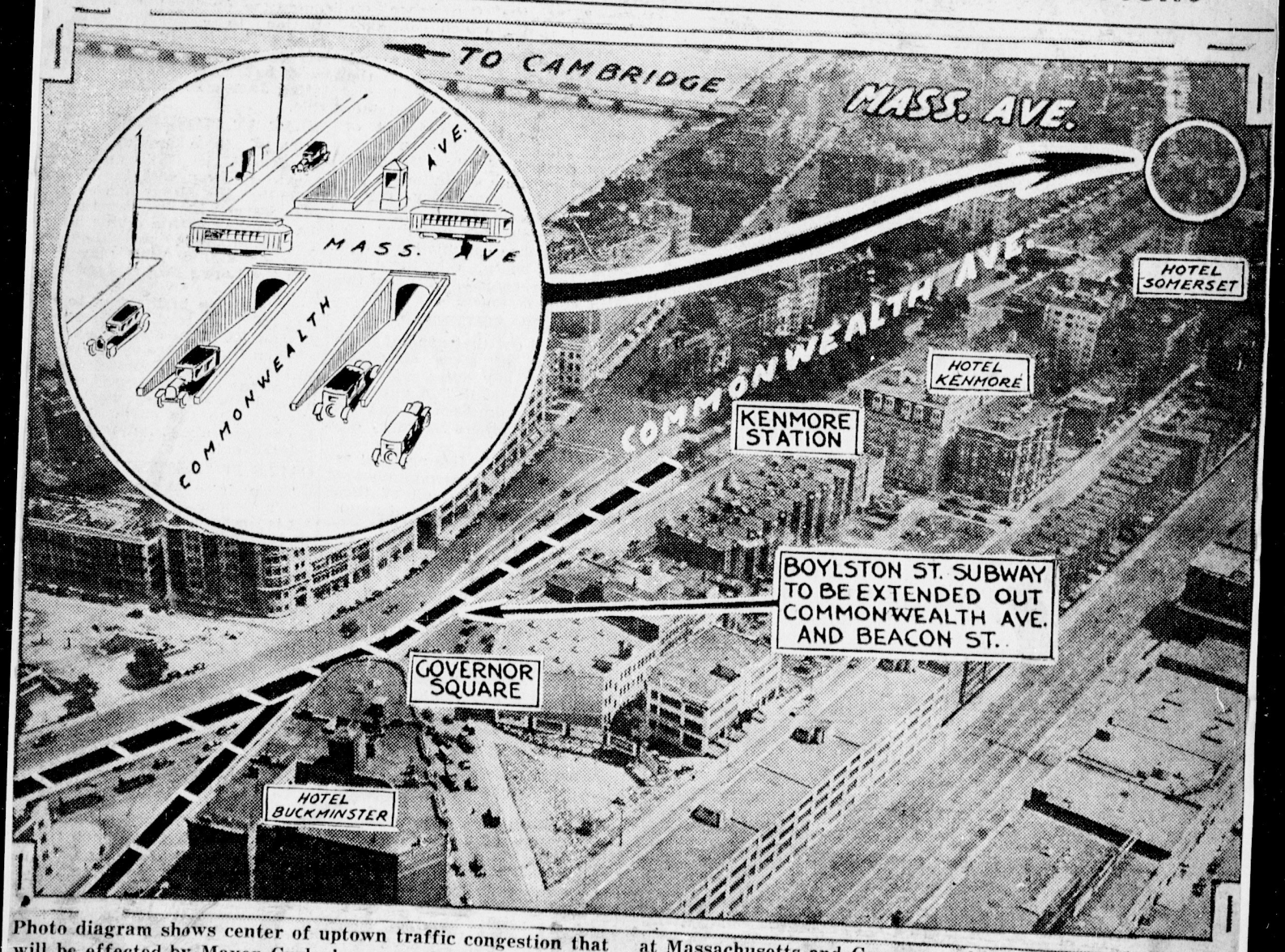


Photo diagram shows center of uptown traffic congestion that will be effected by Mayor Curley's proposed traffic underpass at Massachusetts and Commonwealth aves. He plans immediate start on the $500,000 project. (Staff photo.)

AMERICAN 1/8/30

Getting the 'Lowdown'



Making his debut as a reporter, Sidney Szathmary, office boy of the Boston Evening American, had an interview with Mayor James M. Curley as his first assignment. Sidney is shown here as he plied "Hizzoner" with pertinent questions. (Staff photo.)

Boy Reporter Finds Mayor a 'Great Guy'

By SIDNEY SZATHMARY
Office Boy, Boston Evening American

Mayor Curley is a great guy! I interviewed him today, and I know.

My city editor sent me to talk with him, and it was the first time I ever interviewed anybody in my life.

I was scared stiff.

But Mayor Curley made me feel at home right off. He couldn't have done more for me if I'd been his own son.

It was the mayor's second day in office, and loads of people were waiting to see him. When they opened the door to let me in, I was shaking like a leaf.

A feller put two chairs close together for us. Me and the mayor sat down, and we shook hands.

"Hello, son," he said.

While our cameraman was taking our picture, the mayor told me to look at him.

"Look at my tie," he urged. "It's only a 50 cent tie, but look at it anyway."

The mayor began our interview by telling me how much he was interested in school boys and girls of Boston.

TIPS ON SUCCESS

"What's the best way for a boy or girl to succeed in life?" was my first question.

"Obey your parents," replied the mayor, take advantage of every opportunity and study and work hard. Above all, be sure to lead a clean life."

The mayor then told me to "go right ahead and shoot some more questions."

I began to shoot questions.

My next question was: "What will you do to help the school boys and girls?"

His reply was very specific.

"I propose to co-operate with the newly created supervisor of school-house construction, in order that every pupil may have a permanent seat in a permanent school building."

SPECIAL PLAY STREETS

Question number three was: "What will you do for boys and girls in parks and playgrounds?"

This time his reply was a little longer, but it interested me. He said that under the proposed $10,000,000 street surfacing program which he is urging, a novel plan was outlined.

"It is the purpose to have one in every five streets set aside in the residential sections as play streets," he said.

This setting aside of some streets for a part of the day would give children a chance to play, free from dangers of traffic.

"It is further the purpose to make playgrounds more attractive and provide added facilities," he added.

I asked the mayor what he would do about the Strandway and Columbus Park in South Boston, which he started when in office the last time.

"I'm glad you asked that," he said, explaining that many people wanted to know.

He said that it was his purpose "t request an appropriation of $750,000 to complete the park."

This money, he explained, would be enough to provide additional facilities for bathing and recreation, and give a 10,000 seat stadium.

LAUDS CAMP LIFE

"What do you think of the Citizens' Military Training Camp idea," was my next question.

"I am heartily in favor," he said.

He added the comment that the movement not only was valuable for national defense, but also "as a means of promoting principles of hygiene and respect for lawfully constituted authority."

My last question was one that I know every friend of the mayor will join me in asking.

"How's Mrs. Curley today," I wanted to know.

"Mrs. Curley for a period of 18 months has made the bravest fight that a human being ever made," was his reply, "and I am not only hopeful, but certain, that she will ultimately be restored to complete health."

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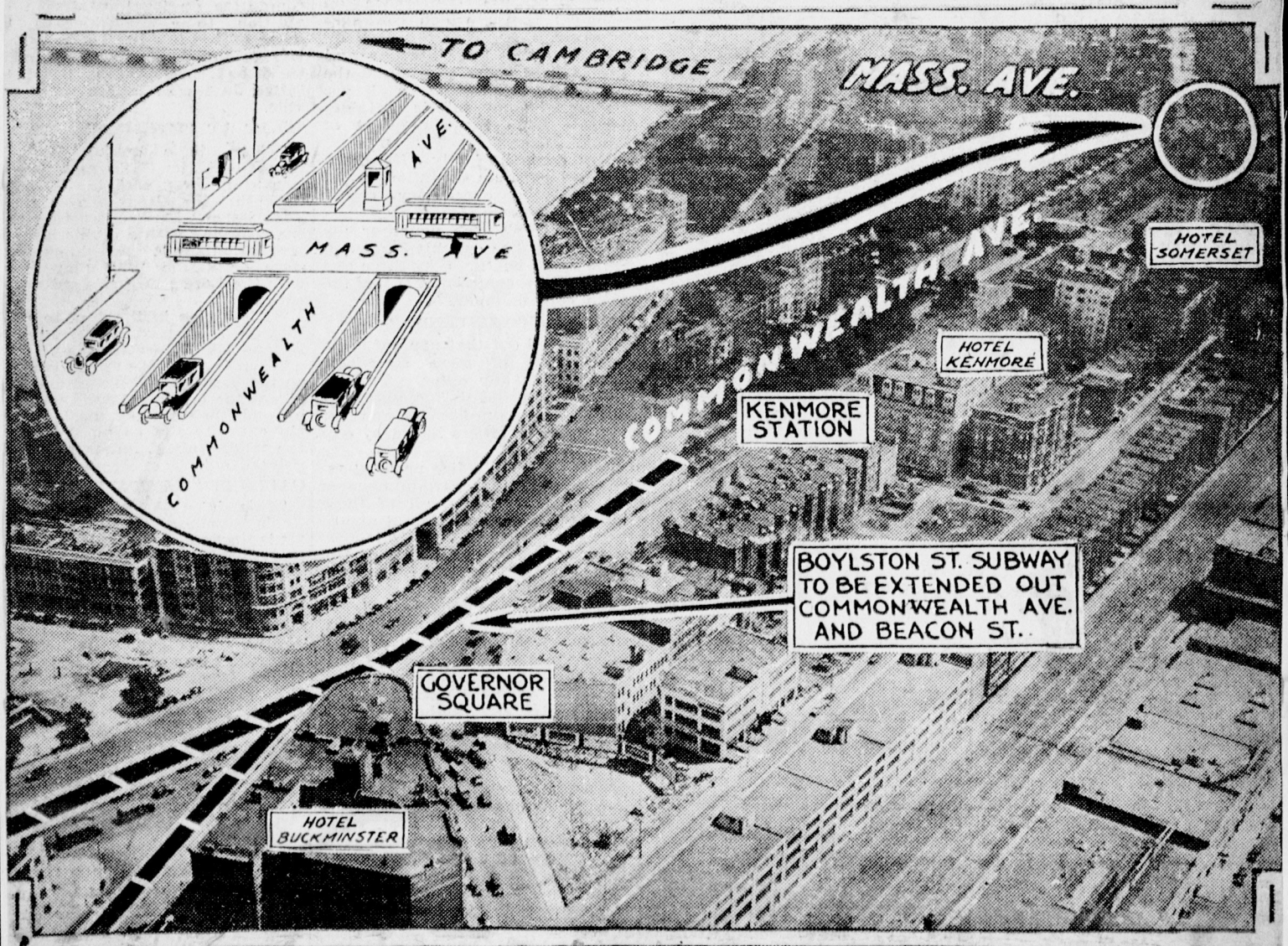


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GLOBE 1/8/30

GREATER BOSTON

OUTSIDE of Boston the response to Mayor Curley's proposal that a greater city be created by the union of all the municipalities within 15 miles of the State House has not been cordial. It is scarcely surprising that the attitude of people beyond the center of our Metropolitan District should be different from that of suburbanites in the neighborhood of other great American cities that have reached out in annexations.

The local situation is peculiar in that Boston is surrounded by cities and towns which are as old, or almost as old, as Boston itself. Local pride, nourished through three centuries, grows to be a very sturdy plant. The traditions of many generations have raised a series of high barriers against any move for consolidation. There are few places that present a parallel to the sentiment that can be found in this vicinity. In the cases of many other cities wholesale annexation simply meant taking in scattered settlements which had never acquired much individuality.

Another reason for which the proposal of the Mayor arouses resentment is the fact that for many years the political complexion of the municipalities about Boston has been different from that prevailing inside. It was a case of a Democratic city surrounded by Republican cities and towns. But, as the years have passed, this difference has been greatly modified. Among the cities about Boston Republican Mayors are becoming scarce—Newton, Malden and Quincy offering the outstanding examples of the persistence of Republican control. The vote for Senator in 1928 apprised the country of the political changes that had taken place in the eastern end of Massachusetts. A continuance of the present political tendency will diminish the degree of opposition to consolidation.

Even though the unification into a single municipality tarries, there is a consolidation that steadily increases. Boston and the municipalities about have been combined to a tremendous extent on the matter of water supply and on that of sewage disposal. The Metropolitan Park system is a common possession, and a very splendid one. More or less effective arrangements have been made for the cooperation of Fire Departments when a blaze starts that a single municipality fears it cannot control. It may be, however, that a serious conflagration will produce a disastrous conflict of authority which will make smoking ruins of some large district of wooden construction.

There had been a great deal of sentiment connected with local postoffices, but when the Federal Government decided that it was time to consolidate it created a Boston postal district, ignoring municipal boundaries.

The matter of population will have increasing influence as time passes. Away from Boston people who look at the figures as given in the census naturally suppose that Boston is the eighth city in the Union, whereas it is in reality the fourth, if measured by the yardstick used where there has been consolidation. Those who desire to have Boston receive credit for its real size would be glad to be relieved of the obligation of explaining how many people live within 15 miles of Beacon Hill.

How much sentiment changes during the next four years must depend on the kind of administration given by Mr Curley. If he can so manage the affairs of Boston as to create confidence that a Greater Boston will be a benefit to those within its limits there will be an increasing tendency for opposition to fade out.

Modern life has made the larger unit more effective in business. No capable man of affairs would care to undertake the presidency of a corporation split into the fractions which now compose the Metropolitan District. The result of these subdivisions is that much of the legislation affecting this part of Massachusetts must be enacted by the votes of State legislators, many of whom come from remote parts of the Commonwealth and have no first-hand knowledge of the problems they seek to solve.

The situation presents a unique opportunity for the Mayor to further his project by what he accomplishes for Boston during his term.

Uncle Dudley.

GLOBE 1/6/30

Mayor Quoted City's Seal, "As God Was to Our Fathers, May He Be to Us"

How many who listened to the inaugural address of Mayor James M. Curley, or read it, realized the significance of the closing sentence?

"As God was to our fathers, may He be to us."

The closing words of his oration are the translation of the inscription on the official seal of the city of Boston: "Sicut Patribus, Sit Deus Nobis."

GLOBE 1/6/30

1/6

BROTHER OF MAYOR SICK

John J. Curley Has Attack of Appendicitis

Former City Treasurer John J. Curley, brother of Mayor Curley, was confined to his home, 52 Winthrop st, Roxbury, today with an attack of appendicitis. On account of the sudden attack, he was not able to attend the inauguration exercises at Symphony Hall.



JOHN J. CURLEY

The attending physicians, Dr David D. Scannell and Dr William Fleming, are endeavoring to prevent an operation, but will perform one within a few days if it is deemed necessary. It was stated at Mr Curley's home this afternoon that he was resting comfortably.

GLOBE 1/8/30

POSTOFFICE SITE PLAN PROPOSED BY CURLEY

Mayor Calls Conference to Consider Idea of Having Civic Center There If U. S. Abandons Location

A conference of the City Planning Board and a group of prominent Boston architects has been arranged for next Monday by Mayor Curley in view of the possible abandonment of the Postoffice site by Federal authorities.

Mayor Curley's idea is the consideration of a plan to erect a civic center in Postoffice sq if the Federal Government should not use it. The civic center would include an auditorium, possibly a new City Hall sometime, and other buildings.

Among the prominent architects invited to the conference are Ralph Adams Cram, Charles Coolidge, Clarence Blackall and Charles D. Maginnis.

TRADE SCHOOL LIBRARY ADVOCATED BY CURLEY

Mayor Curley today announced that he had asked for an early conference with the library trustees, the School Committee, superintendent of schools and the newly created Schoolhouse Commission with the view of establishing a trade library at the Boston Continuation School, recently erected on Common st.

The new school contains quarters that were designed by the Schoolhouse Commission to serve as a library, and have not been used.

In a letter today to Gordon Abbott, president of the trustees of the Boston Public Library, the Mayor called attention to the library quarters in the Boston Continuation School, and said that there was an opportunity to create a trade school library similar to one now in use in Detroit, where reference books relative to progress in trades and industries might be available to pupils of the school and the public.

Mayor Curley said that in view of the fact that the school is located in the business center of Boston it should serve a most valued purpose, and provided the suggestion appealed to the board he would greatly appreciate an early conference.

GLOBE 1/8/30

SUBWAY FOR AUTOS LINK IN BIG PROJECT

Straight Route From Stuart St to Hanover Would Cost City Nothing, Sponsors Say

A $75,000,000 to $100,000,000 straight-line highway project, extending from stuart st to Hanover st, between Washington and Tremont sts, with a through motor tunnel under the street grade, with double-deck sidewalks and display window space, and with cross-walks at the second story, that would allow shoppers to go from one side to the other of the new thoroughfare, without traffic interference, was unfolded today to Mayor Curley by W. J. McDonald and Bruce Wetmore.

Mr McDonald said that there would have to be excess taking of about 650,000 square feet, and that about 100,000 square feet would be used for the 60-foot highway. The taking in excess of the 100,000 square feet, he said, could be sold at a good margin, with the result the new highway would cost the city nothing.

Mayor Curley thought well of the idea, as outlined by Messrs McDonald and Wetmore, and said that the project was of such a major character that it would take about a year of study and a program of education before the public would realize the extent of such a courageous improvement.

The proposed highway would connect with Province st, and mean a new City Hall. It was pointed out that there are few modern buildings along the course of the proposed highway, perhaps two or three important buildings and five or six smaller up-to-date structures. Most of the construction along the line, however, is second-class.

The proposed thoroughfare would connect with the projected East Boston traffic tunnel and also with the aerial highway suggested at the south of the city.

It is said there is nothing of the kind in the country. The tunnel under the street grade would provide three lines of motor traffic with sufficient space on either side for the loading and unloading of merchandise to the basement of the buildings which would be erected along the new highway. There would be staircases from street level to the second short crossovers at all the cross streets between Stuart st and Hanover st. The new highway would be slightly more than a mile in length.

Mr McDonald pointd out that it would require an act of the Legislature to make the development and he is not sure whether the project should be handled by the city or by a special commission.

Mr McDonald stresses th point that th projected highway would in reality put a transit backbone in the city, but he expected that the proposition would be met with all sorts of objection as seems to be the case in Boston when anything of major importance is attempted. It seemd to him, however, he said that the proposed highway an dsubway for motor traffic would be the best way to eliminate all the through motor vehicles and clear the business district of the present traffic problem.

A20BE 1/8/30

PARKMAN SEES GAIN IF BOSTON GETS HOME RULE

No Fear of an Administration Running Away With Tax Rate, He Tells Women's Conference

Since the tax rate is "a sensitive barometer of a Mayor's popularity," Henry Parkman Jr, State Senator and former Boston City Councilor, thinks there is "no chance of an administration in Boston running away with the tax rate" if the Boston City Council could name the tax limit instead of the State. He was the first major speaker this morning in a two-day conference opened by three large groups of women at 5 Joy st.

As it is the State has the power to name the tax limit in the city, but it has no power to control borrowing by the city of Boston, with the result, Senator Parkman said, that the Mayor is seen trudging up Beacon Hill annually and days are consumed in the State House by the presentation of widely differing estimates, and in the end the legislators pare down the amount, as "they feel they have got to do something," and the Mayor accomplishes what he planned to accomplish in the first place by borrowing more money.

"To cap the absurdity of the whole proceedings," which he gave in detail, he said, "the Mayor does not have to use the money derived within the tax limit for the purposes which he told the State the city of Boston needed it."

Senator Parkman's subject was, "What Would Home Rule Mean to Boston?" He said that in respect to the naming of a tax limit, the return of control to the city from the State would be wholesome. "The Mayor would no longer be able to pass the buck to the Legislature."

The conference addressed by Senator Parkman is on municipal issues and is conducted by the Boston League of Women Voters, the Women's City Club of Boston and the Women's Municipal League of Boston.

Mayor Curley To Be Guest

Henry I. Harriman will lead the discussion late in the afternoon about rapid transit extension and this evening at dinner Mayor James M. Curley will be the guest of honor with chairmen of Boards of Selectmen of the cities and towns of Metropolitan Boston.

The meeting will continue tomorrow and will concern public improvements, school administration and crime prevention. Among the speakers will be A. Warren Stearns, Commissioner of Correction of the Commonwealth of Massachusetts, and Robert Gardiner Wilson Jr, a member of the Boston City Council

Speaking of the aspects of home rule in Boston and by way of "only scrathing the surface of things," Senator Parkman mentioned the matter of license fees. Boston controls some and others the State controls. He said certain licensing fees "are obsolete and antique in amount." He said he feels sure if Boston had control of them, it would gain a quarter of a million dollars.

The development of State control, he explained, did not seem to be on a fixed principle, but rather to meet situations as they arose with a ... it that, as a whole, control is scattered in a haphazard manner.

Of course the city has no inherent right to self government, that the right of a community to organize a City Government is given by the State.

City Councilors Know

Mr Parkman believes that City Councilors, knowing the in's and out's of the city, who are wrapped up in the government of the city are better qualified to handle the affairs of which he spoke than legislators who are bound up in matters of State. Present circumstances necessitate getting their knowledge of Boston's needs and requirements in thre days or so at a hearing.

The charter says that a budget must be submitted 30 days after the beginning of the fiscal year, yet the Council cannot possibly carry its responsibility out in this matter, except technically, because the State has to name the amount which the city may raise by taxation and that business was not over until 74 days in 1926, 108 in 1927 and 99 days after the beginning of the year 1928.

"Surely we are forced to think that the Legislature must have had its tongue in its cheek when it enacted the 30-day charter provision," said Mr Parkman.

"One of the standing farces of the year in city government is the submission of a budget within the 30 days in order to comply with the law, a budget based on the old $6.52 tax limit, and solemnly segregated to conform to the law in sums that bear not the slightest resemblance to actual requirements," he continued.

Take Away Council Incentive

"It is the fashion of course to sneer at the City Council and to look upon it with contempt, but what else can you expect when in one breath you confer an important responsibility upon it and in the next make the responsibility impossible of performance?

"By the hearings on the tax limit we give the impression to the public that the budget is being carefully considered, in this way remove from the Council all incentive to make a proper investigation, and by the delay that is thus caused make such an investigation in fact impossible."

It would be highly desirable, the speaker felt, to place the responsibility where it belongs, upon the City Administration.

The State, he reported, fixes the salaries of 315 out of 1000 employes. "There is no good reason why the State should busy itself with such matters nor the Legislature spend much of its time in discussing special salary bills," said Mr Parkman.

In speaking of home rule, he wished to make it clear, it is not advisable to give each municipality a free hand.

"A veto of projects designed for the good of the whole area would be a negation of progress," he declared.

CURLEY TO ACT IMMEDIATELY TO EASE TRAFFIC

MONITOR 1/8/30

1/9

Seeks Elimination of Tracks at Governor Sq. and Massachusetts Ave. Underpass

In consideration of the growing necessity for immediate alleviation of the traffic problem in some of Boston's most congested points, Mayor Curley announced today that he will hold a conference with various interests to consider action on the elimination of street railway tracks in Governor Square—an action provided for in the act adopted by the Legislature in 1925.

The bill provides that the improvement be accepted and adopted by the public trustees of the Boston Elevated. This was one of the outstanding improvements promised by the Mayor. Put into effect it would mean the extension of the Boylston Street tunnel under Governor Square, the tunnel coming to the surface on Commonwealth Avenue and on Boylston Street, where the present tracks now are.

Mayor Curley also plans an early conference with the Boston Transit Department to complete plans for the construction of an underpass for both traffic lanes of Commonwealth Avenue at the intersection of Massachusetts Avenue. It is estimated that about $500,000 would be required for this. The Mayor said that he hoped work would start on Feb. 25 and that day laborers would be employed by the transit commission in so far as possible to alleviate any condition of unemployment.

The conference was called for tomorrow at 2:30, the Mayor said, in order to arrange for a speedy improvement of conditions, particularly in Governor Square.

Four appointments and one reappointment were announced by James M. Curley, new Mayor of Boston, before closing his first day of activities in office. The reappointment was that of Thomas J. Hurley, street commissioner, who has been in the city's employ since 1898.

The new officials appointed were James E. Maguire, institutions commissioner, succeeding William S. Kinney; Mrs. Colin W. Macdonald of Roxbury, member of Board of Appeal of the Building Department, succeeding John D. Marks; Peter F. Tague, former Congressman, principal assessor, succeeding Horace B. Mann; Samuel Silverman of Brighton, corporation counsel, succeeding Frank S. Deland.

A step toward remedying the acute unemployment situation was also taken by Mayor Curley when he invited representatives of several public service corporations to discuss possibilities of doubling the usual four miles of underground mileage that these companies are required to lay out each year.

The Mayor abolished the Rent and Housing Department, directing its duties to an attaché of the City Law Department.

TRANSCRIPT 1/8/30

Curley Seeks Fair Test for Traffic Board

Mayor Does Not Think Change Needed, but Asks Conry to Take Charge

By Forrest P. Hull

Though Mayor Curley has closely watched the operations of the newly created traffic department since it was organized by the Legislature last May and is still unconvinced that the transfer of traffic duties from the street commission was wise, he is anxious to give the experiment the best possible trial and has asked former Congressman Joseph A. Conry to serve as traffic commissioner in place of William A. Fisher, the present incumbent.

The creation of the traffic department was one of the most important innovations of the Nichols regime. It resulted from the traffic study made by a board of thirty-five representative citizens who employed Dr. Miller McClintock of the Erskine Bureau at Harvard to make a scientific survey of Boston's needs. Conditions had been rapidly nearing the so-called saturation point downtown for years and heroic treatment was necessary. Dr. McClintock, assisted by a small army of policemen and special investigators, filed what was called the most comprehensive report ever made of municipal traffic conditions, and as a result of his recommendation the Legislature was asked to pass an act creating the new department.

The act provided that the traffic board should comprise a commissioner appointed by the mayor and the heads of the police, park and public works departments and the chairman of the street commission. The commissioner named for the position, the salary of which was fixed at $7500, was William A. Fisher, who had served as executive secretary of the mayor's traffic advisory board and who had given energetic and intelligent aid to Dr. McClintock during his investigations.

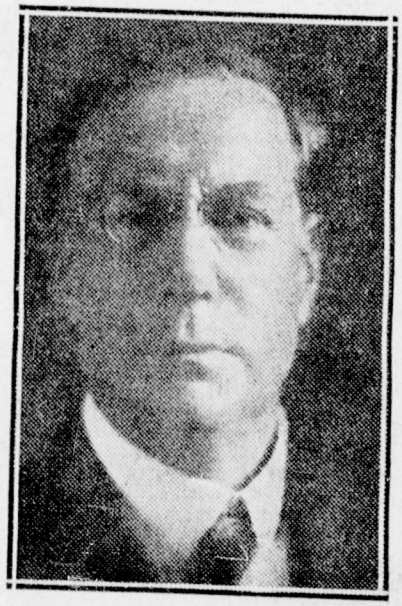
The work of establishing the bureau and of formulating a plan of action engaged the close attention of the board for weeks. Mr. Fisher had practically a free hand in working out his problems, and his thorough knoweldge of conditions gave him a substantial basis on which to build. It is sufficient to say that the street commissioners, by years of practical experience, had so well formulated traffic regulations, that the new department was able to proceed slowly and yet effectively. Therefore, since last May, when the traffic duties were transferred, only a few changes have appeared in the rules and regulations, and those have mainly comprised additional one-way streets and restricted areas.

Mayor Curley, on assuming office last Monday, was surprised to learn of the large number of persons employed in the traffic department and consequently of the large expense involved in payrolls. Having been a strong believer in the street commission's work of traffic regulation he had felt that the additional expense of the new bureau was unwarranted, but in discussiong the situation with friends he declared that the Legislature having created the department and some of the strongest citizens of Boston having advocated it, it seemed to be his duty to give the experiment the best possible trial.

Conry Well Qualified

Mr. Curley knew of no man better qualified than Mr. Conry to attempt the task in which so much of value to the city and to the entire Metropolitan district is involved. Mr. Conry, a lawyer for twenty-five years and actively engaged in political and public affairs during the period, having served as congressman, in the old Common Council and the Board of Aldermen, was made a director of the Port of Boston by Governor Foss in 1911 and was reappointed by Governor Walsh. During that service he made an intensive study of the traffic situation in Boston, with particular reference to the routing of freight traffic between the railroad terminals and express offices.

Though declining the offer of Governor McCall to continue as port director, he accepted appointment as a member of the commission on terminal port facilities which laid out the Army Base in South Boston. In 1908 he was named



(Photo by Garo)
Joseph A. Conry

Russian consul and served until the overthrow of the czar's Government.

Mr. Conry approaches his new task with an open mind. He has no opinion whether the new department was a wise move, though he has the utmost respect for Dr. McClintock and the gentlemen who served on the advisory traffic board. He says the entire Metropolitan district is vitally interested in an intelligent disposition of Boston's traffic, and the Legislature in its wisdom having created the department it seems as if every possible intelligent effort should be made to carry the experiment to its highest fruition.

Should Mr. Curely decide, after a proper trial, that the traffic of the city could well be returned to the hands of the Street Commission and thus save the expense of a separate department, legislation would be necessary. No such move seems within reason, however, during the administration, but it will be Mr. Conry's task to eliminats what he considers unnecessary financial burdens and to organize the department on the best possible scientific lines. As he is a man of high public spirit, of vigorous personality, a diligent student of municipal conditions and of courage of convictions, the mayor has the utmost confidence in him.

Another appointment made public by the mayor is that of Capt. John J. Lydon of South Boston as soldiers' relief commissioner, in place of John A. Reth, past commander of the State department of the American Legion. The salary is $6000. Mr. Reth has served in this position only a few months, but he has made a commendable record. Up to 1898 all distribution of State and city aid to soldiers, sailors and their dependents was made by direction of the mayor and the Board of Aldermen and through the paymaster of the State Aid office who was under the control of the city treasurer. In 1879 legislation was secured creating the Soldiers' Relief Department of the City of Boston. In sixty-four years the gross expenditures were $14,752,279.

New $100,000,000 Street Proposed

Nearly a score of years ago when the City Hall annex was about to be constructed Mayor John F. Fitzgerald advanced a new street project extending from Boylston street to Hanover street, between Washington and Tremont streets. Owing to the great cost of land and buildings the idea received little serious attention. In the years that have passed the project has been revived time and again, especially since Province street was widened. Today William J. McDonald and Bruce Wetmore called on Mayor Curley to unfold an enlargement of the old idea, which would involve a $75,000,000-$100,000,000 thoroughfare stretching from Stuart street to Hanover, paralleling Washington and Tremont streets, with a through motor tunnel under the street grade, double-deck sidewalks and display window space, and with cross-walks at the second story that would permit shoppers to go from one side to the other without interference. Such a street could be constructed, its sponsors declared, under the excess condemnation act with the result that it would cost the city nothing.

The mayor expressed the belief that it would take at least a year of study and a program of education before the public would realize the benefits to be derived. The proposed highway would connect with Province street and would mean a new City Hall.

Trade Library in New School

In a letter today to Gordon Abbott, president of the board of trustees of the Public Library, Mayor Curley called attention to the unused library quarters in the Boston Continuation School, Common street, suggesting the opportunity to create a trade school library similar to the one in use in Detroit, where reference books relative to progress in trades and industries might be available to pupils and the public. The mayor asked for a conference.

TRANSCRIPT 1/6/30

Parkman Calls for Home Rule for Boston

Tells Conference That State Control of Tax Limit Is a Farce

Boston is singled out for a greater measure of State control and a lesser degree of home rule than any other city in the State and this situation in some respects is nothing short of a farce, Senator Henry Parkman, Jr., told the conference on municipal issues at the Twentieth Century Club today. The conference is being conducted by the Boston League of Women Voters, the Women's City Club and the Women's Municipal League.

Speaking on "What Would Home Rule Mean to Boston?" Senator Parkman, who has also served as a member of the City Council, said that a return to the principle of home rule would be desirable in many respects. He emphasized particularly the retention by the Legislature of the power to fix the Boston tax limit as an example of State control that had come to be looked upon as a standing joke.

After pointing out that the constitutional basis of the city Government proceeded from the State and that in any functions of the Government having more than local application the State would be justified in retaining some measure of control, Senator Parkman said that "no one would attempt to say that self Government existed in the case of a community like Boston, containing almost a million inhabitants and with almost 40 per cent of the valuation of the State contained within its boundaries, if the Legislature, in which the Boston representatives formed a minority, presumed to legislate in matters of purely local concern."

"In the first place," he said, "in comparing Boston with other cities in Massachusetts there is no doubt that Boston is singled out for a larger degree of State control and a lesser degree of home rule than any of the others, though it appears that the practice in this Commonwealth as compared with other States is in all cases to retain a larger measure of control in the State.

Number of Explanations

"For this difference in treatment there are a number of explanations, although perhaps not valid reasons. For one thing, I cannot help but think that the fact that the State House is located here is a factor of no small influence, bringing the affairs of Boston right under the noses of the members of the Legislature. For another, it is argued that Boston's size, not only in population but in wealth and commercial activity, is so great by comparison that its governmental affairs are of greater State-wide concern than are those of other cities.

"Another argument that is made is that so much of the wealth of Boston is created and maintained by the business and commercial activities of non-residents who have no voice in Boston elections that they are entitled to rely on the State government for control of city affairs. And lastly, it is sometimes said that the true underlying reoson for the greater control exercised by the State over Boston affairs than over other cities is political, that the Republicans have taken advantage of the power inherent in the State to assume and retain control of local affairs in Boston, a Democratic city. Although I have not delved into the records, I think it extremely unlikely that the history of the question would substantiate this charge. Much more likely would be a charge attributing it to the age-old antagonism between city and country, and the natural suspicion of the city by legislators from country districts.

"Furthermore, it is noteworthy that the present State control over city affairs does not appear to follow any discernible general principle; it has been an evolution, a development of expediency rather than a systematic plan. For example, the Governor appoints the police commissioner and the licensing board. Why these and not the fire commissioner or the health commissioner? Again, the State fire marshal retains control over certain matters and not over others, all of them matters of fire prevention of apparently equal importance. Finally, the Legislature retains control of the taxing power through the tax limit but little over borrowing. These examples, and there are numerous others which could be cited, seem to demonstrate clearly that there is no guiding principle which directs the State in assuming control over the city affairs.

"The matter of the tax limit is perennially before us as a glaring example of our lack of authority to govern ourselves and of legislative interference with a matter of local concern. Originally the tax limit was general in its nature, set at such a figure that the expenses of municipal departments could reasonably be kept within it. That limit, although still on the statute books, has been long since outgrown; if it operated today it would provide less than half the requirements of the departments for one year.

Concerning Tax Limit

"I must confess that from my short experience in city Government I can see no virtue in the retention of the tax limit by the Legislature. Every year we see the spectacle of the Finance Committee and th mayor trudging up the hill to argue pages of figures, based on estimates that are far apart, to the Committee on Municipal Finance. That committee could not, if it would, decide the argument purely on its merits. And so the decision is usually a compromise, a rough 25 or 50 cents is lopped off the mayor's estimate and the annual farce is over. The mayor then is free to boost his estimates of anticipated revenue, to borrow money instead of raising it by taxation and to spend just as much money as he originally figured on. It is a misnomer, this tax limit of ours—it is a limit that does not limit. What it does do is to fool the people, to lull them into a sense of security and to remove from the council where it properly belongs, both the opportunity and the power to make a thorough and exhaustive investigation of the budget. For when the Legislature gets through with it there is then no time left for any further study.

"This result is certainly directly contrary to the spirit and intent of the city charter. It provides in unmistakable language that within thirty days after the beginning of the fiscal year the mayor shall submit the budget estimates to the council. As long as the Legislature retains control of the tax limit, which controls the expenditures for city departments, it thus provides for a manifest impossibility. For in practice the hearing before the committee on municipal finance is not and cannot be held at so early a date as specified. As a matter of fact it is usually not until sometime in February.

"Standing Farce"

"One of the standing farces of the year in city government is the submission of the budget within thirty days in order to comply with the law, a budget based on the old $6.52 limit, and solemnly segregated to conform to the law in sums that bear not the slightest resemblance to the actual requirements.

"FFinally to cap the absurdity of the whole proceedings there is nothing in the fixing of the tax limit by the Legislature which absolutely ties down the city to spend the money for the purposes which they have argued to the committee. I think it is time that an end was put to this annual farce and that we should once more be honest with ourselves and with the public and place the responsibility where it belongs, upon the city Administration. A return to the principle of home rule in this respect at least would certainly be wholesome and salutary in its effect upon the city Government. The mayor would not longer be able to pass the buck to the Legislature, the Council would have the opportunity and would be forced by public opinion to perform the major duty for which it was created and there would be no danger of a city Administration running wild in this respect, for the tax rate is too sensitive a barometer of the popularity of a mayor.

"Home Rule" No Panacea

"The slogan 'Home Rule' is not going to be a panacea for all our ills; the State as I have shown has conferred upon the city certain powers of government and rightly retains the right of supervision of control in some cases, and the final right of retraction in case of abuse. I do think, however, that a larger measure of home rule is certainly desirable; responsibility develops character in a city government as certainly as it does in an individual; and most important of all, it would stir up a great interest on the part of citizens in their city's government."

Brewer Goddard Whitmore, professor of government at Smith College, addressed the conference on "The GoGvernment of Boston—How it Grew," tracing the development from the time of the earliest settlement until the present. Mrs. F. Louise Slade, regional director of the New York City League of Women Voters, urged the women to take more interest in public affairs. She was the guest and speaker at the conference luncheon at the Women's Republican Club this noon. Mrs. Robert L. Ne Normandie, chairman of the general committee for the conference, made the introduction to the program which opened this morning, and Miss Frances G. Curtis, president of the Women's City Club, presided at the morning session.

For the afternoon program at which Mrs. Willard Dana Woodbury presided there was an address on "Rapid Transit Extension and the Future Control of the Boston Elevated by Eliot Wadsworth, and a discussion led by Henry I. Harriman, and a paper by Professor Philip Cabot of Harvard University School of Business Administration, and a discussion led by John H. Fahey, publisher of the Worcester Evening Post.

Tonight, at a dinner in the Copley-Plaza Hotel, "The Future of Metropolitan Boston" will be considered by Thomas Harrison Reed.

AMERICAN 1/8/30

Conry to Cut Expense of Traffic Board

As soon as the appointment of former Congressman Joseph A. Conry as traffic commissioner is confirmed by the civil service commission, he will be instructed by Mayor Curley to thoroughly reorganize the department, weed out the deadwood and pare costs to a minimum.

In the appointment of Conry and the ousting of William A. Fisher from the commission, City Hall circles see the hand of Chairman Frank A. Goodwin of the Finance Commission, who is believed to have recommended the action, and who was said to be ready to challenge the departmental payrolls.

Municipal circles have become uneasy, as a result of this action, as further drastic measures along similar lines are feared because of a quiet survey by Chairman Goodwin the results of which have been passed on to Mayor Curley.

"I feel that Conry will take hold of this department," said the mayor, "and reorganize it without necessity of action by me. The amount of money which this commission has expended since last May is astounding.

"I really see no particular need of such a commission. The street commission handled the work fully as satisfactorily before the separation was ordered."

That the finance commission has been scrutinizing the records of the traffic commission, preparatory to vigorous arraignment of its management, became known shortly before announcement of Conry's appointment.

Incomplete records show that the commission has found it necessary to employ 10 stenographers, some of them in order that they might not be deprived of their civil service rating and that they were paid from $1600 to $2100 per year.

Another appointment, which had been predicted, was that of Capt. John J. Lydon of South Boston as soldiers' relief commissioner in place of John W. Reth who is a past commander of the state department of the American Legion. The salary is $6000.

It is believed that Fire Commissioner Eugene Hultman has also resigned but the failure of the mayor to name former Senator Edward F. McLaughlin as his successor has given some hope to the supporters of the commissioner that he may be continued.

Chairman Goodwin refused to discuss the traffic commission situation. When told of the City Hall understanding that the finance commission had been scrutinizing the records of the traffic commission, he said, "Well, let it stand at that for the present."

Mayor Curley made known that he had suggested to the board of schoolhouse commissioners that they adopt a construction program for the next two or three years entailing expenditures of $15,000,000 in preference to a 10 or 15-year building program.

AMERICAN 1/8/30

CLUBWOMEN TO SUPPORT CURLEY'S PROGRAM

Mayor Curley will have the enthusiastic support of clubwomen in general in his program for building a greater metropolitan Boston.

The mayor will lead the discussion on "The Future of Metropolitan Boston" this evening at the Copley Plaza Hotel, under the auspices of three women's organizations, Women's City Club, Boston League of Women Voters and Boston Municipal League, who opened a 2-day conference on municipal issues today at the 20th Century Club.

The mayors and chairmen of boards of selectmen of the cities and towns of metropolitan Boston will be guests at the dinner meeting, where more than 400 women prominent in club work will pledge their support to the building program outlined by Mayor Curley in his inaugural speech.

Dr. Thomas Harrison Reed, director of research for the metropolitan commission, will speak on "The Greater Pittsburgh Charter."

Mrs. Ronald T. Lyman and Mrs. Robert L. DeNormandie are in charge of the dinner conference.

Paving for Public Improvements will be discussed by Flavel Shurtleff, tomorrow morning at 10:30 o'clock at the 20th Century Club, and public school administration be explained by Judge Michael H. Sullivan.

Waste disposal and smoke abatement discusions and a luncheon session following at the City Club will precede a timely address on "The Pleace Where the Great City Stands" by Ernest S. Griffiths.

he final conference will be round table discussions on "Crime and the Police" by Commisioner of Correction A. Warren Stearns, "Play and Recreation." by Joseph Lee, and the "Relation of Housing to the Master Plan," by John Nolen.

AMERICAN 1/8/30

PARKMAN HITS AT STATE RULE OF BOSTON

Senator Deplores the Lack of System in Control and Inconsistencies

Numerous examples seem to demonstrate that there is no guiding principle which directs the state in assuming control over city affairs, Sen. Henry Parkman, Jr., declared today at the Twentieth Century Club.

Senator Parkman spoke on: "What Would Home Rule Mean to Boston," at the Conference on Municipal Issues, which continues tomorrow.

Granting that the state has, and rightly, jurisdiction over cities, the speaker asserted that a larger measure of home rule is certainly desirable from the standpoint of Boston.

State control of city affairs, he said, has been an evolution, a development by expediency rather than a systematic plan.

"For example, the governor appoints the police commissioner and the licensing board. Why these and not the fire commissioner or the health commissioner?"

STATE INCONSISTENT.

He pointed out that none of these functions is of more state-wide concern than any other. Further the licensing board has authority only over certain licenses and not over scores of others issued by city officials.

"Again the state fire marshal retains control over certain matters and not over others, all of them matters of fire prevention of apparently equal importance. This particular division of authority has been severely criticized by the mayor's committee on fire insurance rates and undoubtedly has been considered by the recess commission on fire prevention laws."

The Senator referred to the Boston charter and its many changes, on most of these occasions the change being effected by the Legislature without submission to the voters.

TAX LIMIT IS "JOKE"

While Boston has practically nothing to say about the fundamental form of its government, other cities in the state have a fairly wide range of choice, Sen. Parkman said.

The Legislature frequently delays in granting Boston permission to borrow money or raise it by taxation, he pointed out, adding that the fixing of the tax limit was more or less of a joke.

Referring to the state's custom of making special privileges pay for themselves, Senator Parkman said Boston could be trusted to set a proper value on its special privileges as was shown last year when it set the sum of $2500 for the permit for Sunday baseball.

AMERICAN 1/8/30

CURLEY PLANS UNDERPASS AT MASS. AVE.

Commonwealth Ave. Work to Begin Next Month to Give Jobless Work

1/8

Getting away to a fast start, Mayor Curley today laid plans for immediate construction of a traffic underpass at Commonwealth and Massachusetts aves. at a cost of $500,000.

He also arranged a conference for Thursday at which plans will be laid for strting work of extending the Boylston st. subway out Beacon st. and Commonwealth ave. at a $3,000,000 cost, taking surface crs out of Governor sq.

While present plans are to extend the subway only up Beacon st. to the Boston & Albany railroad br⅛idge and out Commonwealth ave. to Temple Israel, the mayor said he had instructed the city planning board to consider extension to Union sq., Brighton, and to Audubon circle in Beacon st.

The underpass work is planned to begin Feb. 25, Mayor Curley said, in order to relieve somewhat the unemployment situation.

CONFERENCE THURSDAY

His announcement came following a conference with Ernest Springer, engineer of the city transit department; Col. Thomas F. Sullivan, chairman of the transit board, and Assistant Corporation Counsel Joseph P. Lyons.

The Thursday conference in the mayor's office on the Governor sq. project will have present members of the transit board, the city planning board, trustees of the metropolitan transit district, trustees of the Boston Elevated and directors of the Elevated, Corporation Counsel Frank S. Deland, Assistant Corporation Counsel Lyons and Samuel Silverman, officials of the metropolitan planning division, the Boston street commissioners, the park commissioners, Public Works Commissioner James A. Sullivan and City Auditor Rupert S. Carven.

TO HELP THE JOBLESS

In his inaugural address of yesterday, Mayor Curley reminded hat in his last administration he had succeeded in getting legislative authorization for the subway extension and Governor sq. relief. In order to make it possible there must be secured an agreement by the Elevated directors to lease the extensions from the city.

The Mayor said the underpass work at Massachusetts and Commonwealth aves. will be undertaken by the city itself on a day labor basis, the same basis on which the Maverick station of the East Boston tunnel was built, in an unemployment crisis in his previous administration, giving veterans employment at $5.50 a day.

$75,000,000 STREET AND SUBWAY

New Downtown Traffic Plan Is Submitted to Curley, Who Wants It Studied

Plans for a new street and a motor subway through downtown Boston between Tremont and Washington sts., from Stuart to Hanover, were placed before Mayor Curley today.

The proposition would entail an expenditure of from $75,000,000 to $100,000,000 by the city or a private syndicate that had the city's cooperation.

Sponsors of the plans are Bruce Wetmore and William J. McDonald.

After discussing the plans with Mr. Wetmore and Mr. McDonald, the mayor declared they should be made the subject of a year's study and that the public should be made acquainted with every detail of such a "courageous project."

STREET 60 FEET WIDE

Mayor Curley was informed that Prof. ' iller McClintock, Henry I. Harriman and Fred H. Fay have seen and approved the plans.

The surface and underground thorouoghfare is tentatively known as Boston's through traffic route and motor subway.

The street would be 60 feet wide and the motor subway would provide three lanes for automobile traffic in each direction, with provisions made for underground parking space and direct entrance to stores and other buildings in the district.

The subway entrance would be in the vicinity of Shawmut ave. and Tremont st and its exit would be at a point beyond Hanover with a link with the proposed East Boston vehicular tunnel.

Both street and tunnel would, of course, parallel Tremont and Washington sts. For the street there would be overpasses constructed at the intersections with West st., Temple pl., Bromfield and School sts. As a matter of illustration, the thoroughfare would be a north and south extension of Province st.

About 650,000 square feet of area, about a mile and a quarter in length, would be taken by right of eminent domain under the plans. Then, if the proposition were privately undertaken with the city's co-operation, the city could sell the land to the syndicate without loss.

The present City Hall and the new B. F. Keith Memorial Theater would be among the many buildings torn down if the plans were made effective.

AMERICAN 1/8/30

$75,000,000 Motor Subway Urged for Downtown

CURLEY CALLS CITY PLANNING BOARD TO CONSIDER PROJECT

The site of the old Federal Building may become a civic center, housing a municipal auditorium and a new city hall, with the new postoffice on adjoining or nearby land.

The unconfirmed report that the postoffice would not be erected on the Federal building site today led Mayor Curley to call a conference of architects and the City Planning Board to discuss such a center on the location.

The meeting will be held at City Hall on Monday. Architects invited to discuss the proposition with the mayor are: Ralph Adams Cram, Charles Coolidge, Clarence Blackall and Charles D. Maginis.

While admitting that he had no confirmation of the Washington report that postal department officials considered the federal building site too small for the new postoffice, the mayor said he had called the conference so the city would be prepared.

If another site near by is chosen, Boston might acquire the federal property.

A war memorial could be included inthe civic group, it was pointed out.

Local federal officials are surprised at the report Washington may abandon the site bounded by Devonshire, Congress, Water and Milk sts. The office of Edward Pearson, supervising engineer of Government buildings in Boston, is without such notification.

Luncheon tendered His Excellency, Honorable Setsuzo Sawada, Consul General of the Imperial Japanese Government, by Honorable James M. Curley, Mayor of Boston, at the Copley Plaza Hotel, on Friday, January 17, 1930, at 1:15 P. M.

Guest List Reservations.

Head Table

Hon. James M. Curley, center

His Excellency, Hon. Setsuzo Sawada, first right

His Excellency, Hon. Frank G. Allen, Governor of Massachusetts, first left

Hon. Arthur P. Rugg, Chief Justice of the Massachusetts Supreme Judicial Court, second right

Hon. Walter Perley Hall, Chief Justice of the Massachusetts Superior Court, second left

Lieut. Commander O. Sugimoto, Imperial Japanese Navy, third right

Major General Preston Brown, U.S.A. Commanding, third left

Rear Admiral Philip Andrews, U.S.N. Commandant, fourth right

Henry I. Harriman, President Boston Chamber of Commerce, fourth left

Lieut. Colonel W. T. Hoadley, Commanding United States Marine Corps, fifth right

The Representative of His Eminence William Cardinal O'Connell, fifth left

Hon. J. C. Joseph Flamand, Consul of France, sixth right

Commendatore Giovanni Maria Pio Margotti, Consul General of Italy, sixth left

Hon. Edward F. Gray, Consul of Great Britain, seventh right

Hon. John F. Fitzgerald, seventh left

President William G. Lynch, Boston City Council, eighth right

Hon. William J. Foley, District Attorney, eighth left

Hon. Kurt von Tippelskirch, Consul of Germany, ninth right

H. Yatsuhashi, ninth left

Guy W. Currier, tenth right

Joseph W. Powell, tenth left

Professor Thomas N. Carver, Vice President Japan Society, eleventh right

A

Name	Table No.
Abbott, Gordon	5
Abbott, Willis J.	11
Allen, Gov. Frank G.	Head
Andrews, Rear Admiral Philip	Head
Arnold, Seth F., Dr.	9

B

Babson, Roger	13
Ballard, William H.	14
Bancroft, Hugh	12
Beale, Prof. Joseph H.	6
Beaudreau, Judge E. H.	4
Bennett, March G.	12
Bishop, Judge Elias B.	2
Biscoe, H. M.	5
Boyden, Roland W.	11
Brandegee, E. D.	6
Brehaut, Ellerton J.	6
Brennan, Francis J.	10
Broadhurst, Judge Edward T.	6
Brown, Judge Nelson P.	2
Brown, Major Gen. Preston, U.S.A.	Head
Bullard, W. Irving	2
Burns, Judge William A.	6
Buxton, Frank W.	10
Bush, Herman L.	7

C

Carberry, Clifton B.	6
Carroll, Hon. James B.	1
Carver, Prof. Thomas N.	Head
Chenery, Dr. William E.	6
Claus, Harry	9
Collins, Judge Walter L.	4
Conry, Hon. Joseph A.	9
Corbett, Arthur B.	13
Cox, Hon. Channing H.	6
Cox, Joseph P.	8
Curtis, Lawrence, 2nd	8
Cox, Judge Louis S.	2
Crocker, Courtenay, unavoidably absent	
Crosby, Hon. John C.	1
Curley, James M. Jr.	6
Currier, Hon. Guy W.	Head
Codman, Russell S. Jr.,	13

D

Name	Table No.
Dallin, Cyrus E.	12.
Dailey, Henry L.	Press
Day, William J., Hon.	11
Deland, Frank S., Hon.	11
Donovan, Hon. Timothy F.	7
Dowd, John F.	7
Deland, Paul S.	14
Dillon, Hon. David F.	3
Dolan, Edmund L.	10
Donahue, Judge Charles H.	3
Donham, Wallace B.	9
Dowd, Judge Thomas H.	4
Doyle, Wilfred	14
Drey, Thomas R.	Press

E

Englert, Edward L.	8

F

Filene, A. Lincoln	5
Field, Hon. Fred T.	1
Fitzgerald, John F., Hon.	Head
Fitzgerald, John I.	8
Fitzpatrick, John J.	15
Fish, Albert L.	7
Flamand, Hon. J. C. Joseph	Head
Foley, Hon. William J.	Head
Fosdick, Judge Frederick W.	2
Fujishiro, Dr. Shin	10

G

Gallagher, Edward M.	7
Gibbs, Judge John M.	4
Gleason, Richard D.	8
Good, Judge Francis J.	4
Gowen, John K. Jr.,	15
Gray, Hon. Edward F.	Head
Gray, Francis C.	3
Gray, Judge Wilford D.	3
Green, Thomas H.	7
Greenhalge, Judge Frederic B.	3
Goggins, James	Press
Grozier, Richard	11

H

Name	Table No.
Hall, Judge Walter P.	Head
Hammond, Judge Franklin T.	2
Harriman, Henry I.	Head
Hein, James	8
Hernandez, Clement	14
Hoadley, Lieut. Col. W. T.	Head
Hollander, Thomas C.	10
Hull, Forrest B.	Press
Hynes, John B.	14

I

J

Johnson, Arthur S.	6
Johnson, George B.	5

K

Keating, Judge Patrick M.	1
Kelly, Francis E.	8
Keliher, Hon. John A.	11
Kirstein, Louis E.	5
Kobler, A. J.	14

L

Lawrence, Frank M.	13
Levi, Rabbi Harry	14
Logan, Edward L.	4
Logan, Theodore	14
Long, William P.	15
Lourie, Judge David A.	3
Lummus, Judge Henry T.	2
Lydon, John J.	15
Lynch, William G.	Head

M

MacLeod, Judge Frederick J.	3
Maginnis, Charles D.	12
Maguire, James E.	13

M

Name	Table No.
Mahoney, Michael J.	7
Mandell, George S.	13
Margotti, Giovanni Maria Pio, Com.	Head
Martin, John J.	12
McGrath, Joseph	7
McLaughlin, Edward F.	11
McLaughlin, Judge John D.	1
Meyer, George von L. Jr.,	9
Mitton, George W.	5
Morton, Judge Marcus	1
Murphy, James P.	13
Murray, Peter A.	7
Murray, Judge Michael J.	4

N

Norton, Clement A.	8

O

O'Connell, Judge Daniel T.	4
O'Connell, J. Philip	9
O'Connell, Judge Philip J.	2
Representative of His Eminence William Cardinal O'Connell	Head

P

Parkhurst, Richard	15
Peabody, Charles N.	11
Pelley, John	5
Perkins, Thomas Nelson	5
Phelan, George E.	11
Pierce, Hon. Edward P.	1
Powell, Joseph W.	Head
Power, Leo F.	8
Preston, E. W.	15

Q

Qua, Judge Stanley E.	2

R

Name	Table No.
Reardon, James W.	12
Reed, Dr. Thomas Harrison	9
Ruby, Israel	7
Rugg, Hon. Arthur P.	Head

S

Name	Table No.
Sanderson, Hon. George A.	1
Sheehan, Judge Joseph	4
Sidd, Nathan	9
Silverman, Samuel	14
Sisk, Judge James H.	1
Snyder, Frederic S.	10
Stockton, Philip	5
Sugimoto, Lieut. Commander O.	Head
Sullivan, Hon. Charles S.	4
Sullivan, Colonel Thomas F.	12

T

Name	Table No.
Taylor, Charles H.	9
Thayer, Judge Webster	2
Tomita, K.	10
Tupper, George W.	12

V

Name	Table No.
Vandermark, Prof. Wilson E.	12
Vaugh, Wilton	Press
von Tippelskirch, Hon. Kurt	Head
Vorenberg, Felix	13

W

Name	Table No.
Wait, Hon. William C.	1
Walsh, Judge Joseph	3
Walsh, Timothy	13
Ward, Hon. Michael J.	13
Ware, Charles E. Jr.	11
Warner, Prof. Langdon	12
Weed, Judge Alonzo R.	3
Wheeler, Harold F.	10
Whipple, Sherman L.	11
Wing, Daniel G.	10
Whiting, Judge Winfred H.	3
Williams, Judge Harold P.	3
Wilson, Robert Gardiner, Jr.	8
Wright, John D.	10

Y

Name	Table No.
Yatsuhashi, H.	Head
Yoshida, Masaomi	10

The honor of your presence is requested

At a Luncheon

Tendered to His Excellency

Honorable Setsuzo Sawada

Consul General of the Imperial Japanese Government

By Honorable James M. Curley

Mayor of Boston

To be held at the State Suite, Copley-Plaza Hotel, Boston

Upon Friday, January 17, 1930, at 1.15 P. M.

The favor of a reply will be appreciated.
Please notify the Mayor's Office,
Boston, Massachusetts.

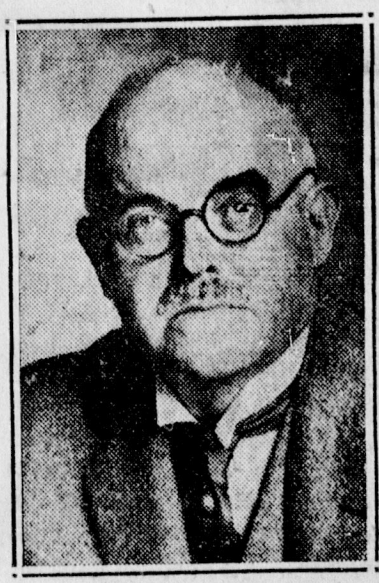
GLOBE 1/9/30

HULTMAN SHIFTED TO BUILDING POST

Mayor Curley Appoints McLaughlin Fire Commissioner—J. J. Shields Heads Employment Bureau



EDWARD F. McLAUGHLIN
Fire Commissioner.



EUGENE C. HULTMAN
Building Commissioner

The biggest surprise thus far in the appointments of Mayor James M. Curley of his official family came late yesterday afternoon with the announcement that Fire Commissioner Eugene C. Hultman had been appointed Building Commissioner of the city.

The Mayor at the same time named Ex-Senator Edward F. McLaughlin of Jamaica Plain as Hultman's successor in the Fire Department, and appointed four men to positions in the Municipal Employment Bureau. The offices of Fire Commissioner and Building Commissioner pay $7500 each.

Observers who expressed surprise that the Mayor retained Mr Hultman in his organization, in view of reports in December that Hultman was due for immediate dismissal, last night agreed that Mayor Curley's December remarks were capable of a second interpretation. At that time the Mayor was quoted as saying, "I will replace Mr Hultman." Yesterday Mr Hultman was replaced, although he moved to a position of equal responsibility and salary.

To Revise Building Laws

The office of Building Commissioner has been vacant since Louis K. Rourke stepped out more than a week ago to accept the position of superintendent of construction in the newly created Department of School Buildings. At that time Ex-Mayor Malcolm E. Nichols named James H. Sullivan, Commissioner of Public Works, as Acting Building Commissioner. Mayor Curley has appointed Hultman acting Building Commissioner so that Sullivan may

Big Task Given Hultman

New Chief to Revise City Building Code

Minor Jobs Are Also Filled

Seaver, Eastman, Dasher Clerks in Bureau

Contd. GLOBE 1/9/30

devote his full attention to the Public Works Department pending the action of the Civil Service Commission on the name of Joseph A. Rourke, submitted recently for Public Works head.

Mayor Curley said that he had been reading the recent report on fire insurance rates, and appointed Hultman Acting Building Commissioner while his name is pending before Civil Service for the position of Building Commissioner in order that he may begin at once a revision of the building laws of the city so that they will conform with the fire laws.

John J. Shields of Roxbury was appointed director of the Municipal Employment bureau at $3000 a year, Augustus P. Seaver and Melville R. Eastman were named clerks at $2000 a year, and Roy J. Dasher, a clerk at $1600 a year.

McLaughlin Leading Democrat

Edward F. McLaughlin has been one of the most active and faithful members of the Democratic party in Boston for the last 15 or more years. Several times between 1914 and 1922 he was selected by the electorate to represent the South End of Boston in both branches of the State Legislature and later in the city government.

While in the House of Representatives and the Senate he was such an outstanding figure among his associates that the members of both branches honored him by making him the Democratic minority leader, and in 1916 and 1917 he was the president of the Democratic city committee. This is the first time in his political career that Mr McLaughlin has held appointive office.

Born in South End

Born in the South End of this city on June 6, 1883, the new Fire Commissioner attended the public schools in that section, being graduated from Rice Training School, Dartmouth st, in 1899, and from Mechanic Arts High School in 1901.

He started his public life in 1913 when he first became a candidate for the House of Representatives from old Ward 12 in the upper section of the South End district. He was successful in this first contest and the following year he was returned with even a larger vote. He served a third term on Beacon Hill in 1915, and the next year he sought higher honors and was elected to the State Senate. Mr McLaughlin served three terms in the Senate. While at the State House he made such a fine record for his party that he was selected as the party leader on the floor of both House and Senate.

While in the House he served on several important committees, including Social Welfare, and on this committee he made a record for himself among the worthy poor and the social agencies that were then seeking legislation to better conditions among the aged and the needy. The committee proved much a more important one that year than usual and the young legislator became widely known throughout the State.

Fought for Labor Laws

McLaughlin's courageous fight for laws that would banish the evils of white slavery is well remembered. He fought hard and successfully, too, for legislation that would aid the boys and girls with child labor laws. Later his voice was heard in a plea for the immigrant. McLaughlin won the passage of measures that were to the advantage of the widow with orphan children, and he raised his voice in the interest of old age pensions. He voted for the Spanish War veterans' preference bill.

While a member of the Senate, McLaughlin was chosen as president of the Democratic City Committee, a position he held for two years. Leaving the Senate, McLaughlin turned his attention to city politics, and in 1919 was elected to the City Council from the upper South End. He served two two-year terms.

McLaughlin's first job was as a machinist, but 10 years later he embarked in the real estate and insurance business with offices in the Old South Building. For several years he has been agent and distributor in this territory for a construction supply house. In his younger days he was a newspaper reporter.

McLaughlin was one of James M. Curley's best friends in the Mayor's vigorous and victorious Mayoral contest with the late Thomas J. Kenny of South Boston. In the last Curley campaign McLaughlin was in charge of the campaign headquarters in Province st, and headed the speakers' bureau.

In 1917 McLaughlin married Miss Helen Celia Kane of the South End at the Cathedral of the Holy Cross. They are the parents of four children, and make their home at 221 Pond st, Jamaica Plain.

Hultman Was Quincy Man

Eugene C. Hultman has lived much of his life in Quincy, but now resides at 295 Beacon st, this city.

He was born in Boston, July 23, 1875. His parents moved to Quincy, where he attended the public schools, and he was graduated from Massachusetts Institute of Technology. He began practicing his profession of engineering immediately after graduation and soon established himself as a consulting engineer. He was active in fraternal affairs, being an Elk, a 32d-degree Mason, a member of the Knights Templars and the Mystic Shrine.

His first political activity was in Quincy, where he made his home. He served on Quincy's Republican committee and as a member of its City Council. In 1906-08 he served in the House and then for the next three years in the Massachusetts Senate. For years he served as secretary of the Massachusetts Republican committee.

He dropped out of the political limelight for several years, and then in 1920 Gov Coolidge nominated him State fuel administrator, to succeed James J. Storrow. This was the time of a coal shortage, and Mr Hultman's energetic fight for home owners won him much attention. When the next year the Commission on the Necessaries of Life was created, Mr Hultman was made its chairman. In anticipation of a coal shortage in 1923, Gov Cox appointed him emergency fuel administrator with war-time authority.

In July, 1926, Mayor Nichols nominated him Fire Commissioner, Mr Hultman then holding the position of chairman of the State Commission on the Necessaries of Life. Mr Hultman for a time was a vice president of the old West End Street Railway. He has been vice president of the M. I. T. Alumni Association, is active in the Boston Y. M. C. Union, and is a member of the Unitarian Club. He is married.

Shields Aided in Campaign

John J. Shields of 81 Circuit st, Roxbury, who has been appointed by Mayor Curley as director of the Municipal Employment Bureau, managed the distribution of literature during the Curley campaign last Fall, and he served for several years in the Employment Bureau under his brother, the late Luke E. Shields.

During his career at Boston College, 15 years ago, he was a football player, playing halfback. He prepared at Bostoun College High School.

Mr Shields is single and he has been a resident of Roxbury all his life. He is a member of the Rose Croix Council of the Knights of Columbus.

THE UNDERPASS

THE Mayor's proposal is timely that street levels be divided at the intersection of Commonwealth and Massachusetts avenues by the construction of underpasses which will permit through traffic on Commonwealth avenue to proceed without being interrupted by the flow along Massachusetts avenue and will also measurably relieve checks to which Massachusetts avenue traffic is subjected.

Where cars and trucks on one crowded street must be stopped entirely to let traffic pass in the opposite direction on another congested way, the theoretical loss on each street is 50 percent. Practically, the loss is greater because of the delays in stopping and starting. Complete separation of street levels would mean an advance from something in the neighborhood of 40 percent to an even 100 percent of highway usefulness.

New York, which has raised Park avenue above 42d street, has demonstrated the usefulness of an overpass. Detroit and Chicago each furnish working illustrations of the value of separate levels. By making the contemplated change Boston would be grappling with a serious problem in an effective way. There is no point where this thing could be done to more advantage because of the opportunity furnished of using a portion of the mall. Property lines would not be interfered with.

The Mayor's idea is to help the economic situation by proceeding without delay to the construction. Of course, in any such undertaking, the matter of cost should be considered with due care. Both taxpayers and those who need work should be given a fair deal.

MOTOR TUNNEL PROPOSED ON PROVINCE-ST ROUTE

Mayor Curley yesterday had outlined to him a plan for a $75,000 to $100,000 highway project, extending from Stuart st to Hanover, between Washington and Tremont sts, with a through motor tunnel under the street grade, with double-deck sidewalks. This route, said William J. McDonald and Bruce Wetmore, who proposed it, would cost the city nothing.

There would be cross walks at the second story, which would allow shoppers to go from one side to the other without traffic interference.

Mayor Curley declared that he thought well of the idea and said that the project was of such a nature that it would take about a year of study and a program of education before the public would realize the extent of such a courageous improvement.

The proposed highway would connect with Province st and would mean a new City Hall.

GLOBE 1/9/30

BIG FIRMS HERE JOIN IN PROSPERITY DRIVE

Promise Mayor $8,000,000 For New Projects—Curley Asks Council to Clear Way For Bank

Representatives of public service corporations, at a conference with Mayor James M. Curley at City Hall yesterday, announced a building construction program involving $8,000,000, and were informed in turn by the Mayor that he would deal summarily with any city official or employe who unnecessarily delayed such work.

"If there is any holdup by any official or inspector which is not regular and proper," said the Mayor, "send a note to me and I will immediately take care of the matter and of the official. After a vacation of four years, during which we may have become a little careless, I can assure you that we will return to the policy of cooperating with any plan that means benefit to Boston."

Delay in Bank Building

The Mayor cited delay in connection with the erection of an addition to the Atlantic National Bank Building in Potoffice sq, as an example of avoidable trouble, intimating that there has been unnecessary and unjustified interference with other projects.

The Western Union Telegraph Company is to erect a new building at Congress and High sts at an expense of $3,000,000. It was announced that $900,000 was to be spent by the Edison Electric Illuminating Company for a new building in Tremont st and that contracts were soon to be issued. The New England Telephone Company's new building at Chardon and Cambridge sts, upon which work will start immediately, will cost $2,000,000, the Mayor was told. Representatives of the company also declared that all conduit work possible would be done during 1930.

The Mayor said that the Atlantic Bank Building addition would cost $1,000,000.

A list of streets where overhead wires will be placed underground this year, was submitted by Fire Commissioner Hultman, who also submitted a supplementary list of more than 21,000 linear feet which he suggested would double that contemplated by law.

The Council on Monday, according to the Mayor, will be asked to waive the ordinance forbidding the opening of streets before March 15. The primary object is to furnish employment at a time when it is badly needed.

To Press for Land Sale

Mayor Curley later announced that on Monday he will send to the City Council an order for the sale of an unused portion of Bath st, under suspension of the rules, that work may be started immediately on the erection of a $1,000,000 building by a Boston bank. Bath st extends from Postoffice sq, and the piece of land in question involves about $30,000.

The Mayor, in his message, will say:

"The really important work confronting the City Government of Boston is to give that character of aid and encouragement that will not only inspire confidence but promote a desire on the part of enterprise to locate in Boston.

"A tender has been submitted by a Boston enterprise for the purchase of an unused piece of realty comprising a portion of Bath st to enable them to erect immediately a structure with an estimated value of $1,000,000 and to which later they propose an addition representing an equal expenditure.

"The conditions in the building trades at the present time justify a suspension of the rules by your honorable body that action may be expedited and that not only opportunities for the unemployed to secure work may be created, but that in addition taxable property may be erected which will continue permanently to add to the revenues of the city of Boston. I have assurances that if immediate action is taken the work will be begun within five days from the date of the signing of the order."

Plans Street Surfacing

In the opinion of Mayor Curley, at least 50 streets in the West Roxbury and Ashmont section of Dorchester are "unfit and unsuited for public travel." He intends to expend about $6,000,000 for resurfacing of streets in the residential districts of the city. The money will be expended providing legislative authority is obtained.

Mayor Curley believes that the streets in the two sections mentioned are in particularly bad shape. He expressed the hope that when the work is completed public service corporations will not seek permits to reopen them, unless there is an emergency or absolute necessity.

In order that public service corporations may plan and complete contemplated work prior to the start of street construction by the city, Mayor Curley announced that there would be a bimonthly conference between the Commissioner of Public Works and the engineers of public service corporations so that some definite program relative to highway making could be adopted.

CITY ANNEXATION TOPIC DISCUSSED

1/9

Copley-Plaza Session Hears Both Sides

Dr T. H. Reed and Mayor Casassa Give Views

Dr Thomas H. Reed, native of Boston, now director of the bureau of government, University of Michigan, represented to several hundred public-spirited women at the Copley-Plaza last evening what he believed to be the blessings incident to a municipality with a population as near as possible in size to that of New York or Chicago.

Then Mayor Andrew A. Casassa of Revere, who is pledged to oppose every effort to annex his city to Boston in the interest of a great metropolitan-area population, being called on to speak, caused much amusement by sarcastic allusions to the alleged extravagance government in some of the biggest cities of the Union, as compared with the government of his own and other communities that a Boston municipal area would be expected to take in.

Lieut Gov William S. Youngman also failed to enthuse extravagantly over the proposition of Dr Reed to preserve the largest amount of local self-government possible in the administration of great municipal areas.

Costs Millions

The Lieutenant Governor claimed that participation of the State in such regional government is wise, insofar as the credit of the State may be used in borrowing money at far lower rates of interest for great metropolitan-area works costing many millions of dollars than any subdivision of the State could get in borrowing.

The Lieutenant Governor hinted that in the central sections of big municipalities many citizens take too little interest in public affairs and that already control of the police in several cities has been taken over by the State.

He hoped that the proposition of an enlarged Boston municipal area will be carefully studied and reported on, not by a commission, but by one eminently qualified individual to be properly paid for his service.

The occasion was the dinner in connection with the Conference on Municipal Issues conducted by the Boston League of Women Voters, the Women's City Club and the Women's Municipal League of Boston.

Dr Reed pictured the great advertising advantage to Boston to be credited in every pocket memorandum book in the country with having the third or fourth largest population in the Nation, instead of the eighth as at present.

But he admitted that throughout the Nation every effort to annex suburban towns to larger cities meets similar opposition to that shown by Brookline and other communities in the Boston environment.

Contd

Object to Discard

He ascribed opposition to annexation largely to officeholders in the smaller places who object to going into the discard.

Many admirable things have been achieved in Greater Boston, he considered, by the State Commissions or by the Metropolitan District Commission, but he believed it would be best for such things to be done in future by a Government of a Boston municipal area, through some such organization as the London County and borough councils working jointly.

He believed London and Berlin to be good models to follow in the matter of municipal administration, and he hoped a leader would arise to bring about a municipal area "embracing as many as 39 cities and towns to be known as Boston."

Miss Elizabeth M. Herlihy, secretary of the City Planning Board, believed the Mayor would largely indorse the views of Dr Reed.

The Mayor, she said, does not ask for annexation, but a cooperation association of communities similar to that represented by the London County Council.

David B. Keniston, chairman of the Metropolitan District Commission, spoke briefly admitting he saw no necessary reason for the State administering the affairs of metropolitan areas.

Mrs Robert L. DeNormandie, chairman of the convention committee, presided.

Convention sessions will continue forenoon and afternoon at the 20th Century Club house, 3 Joy st.

Post 1/9/30

MAYOR URGES TRADE LIBRARY

Would Have Books Available to General Public

Creation of an industrial branch library at the new Boston Continuation School at Common street in the downtown district was proposed yesterday by Mayor Curley in a communication to Chairman Gordon Abbott of the Public Library board of trustees.

The Mayor explained that the school authorities established library quarters in the new building but nothing had been done to establish a library service with reference books relative to progress in various trades and mechanical industries.

He urged the opening of a trade school library similar to one in Detroit, which could be made available for the general public as well as the trade school pupils.

Globe 1/9/30 Post 1/9/30

OFFERS NEW GAS RATES SCHEDULE

City's Expert Wants to Relieve Small User

Declaring that 70 per cent of the customers of the Boston Consolidated Gas Company will find their monthly bills increased under the new schedule of the company, calling for a service charge of 50 cents a month and a rate charge of 10 cents per hundred cubic feet, Samuel H. Mildram, expert for the city of Boston, yesterday proposed to the Department of Public Utilities a new schedule, under which he estimated the company will ultimately receive as much income as at present and be able to maintain dividends at 8 per cent.

KEEPS SERVICE CHARGE

The schedule proposed by Mildram would include the 50-cent service charge and fix commodity rates as follows:

Ninety-five cents per thousand cubic feet for the first 2000 feet per month; 92½ cents per thousand for the next 23,000 feet; 90 cents per thousand for the next 25,000 feet; 87½ cents per thousand for the next 25,000, and 85 cents per thousand for the next 25,000 feet.

This schedule would compare with the one proposed by the company, with its 50-cent service charge; $1 per thousand for the first 100,000 cubic feet and 80 cents per thousand for all gas in excess of 100,000 feet per month.

The Mildram schedule calls for an increase of 5 cents per thousand in the rate on gas used in excess of 100,000 feet per month over the company's schedule. Mildram referred to that at yesterday's hearing and expressed the belief that the 85-cent division in his schedule would enable the company to compete with other forms of fuel and would bring in additional revenue.

Aid to Small User

Mildram said he believed the schedule proposed by him would be of material help to the small householders, that it would give the company all the revenue it needs for the next year and that it would enable the company to maintain an 8 percent dividend rate.

Differences of opinion between counsel for the consumers and the company over the presentation of evidence regarding the relations between the Boston Consolidated, the New England Coal and Coke and other companies together with a statement by Commissioner Lewis Goldberg that the utilities department is limited in its power to compel officers of the other companies to appear, featured yesterday's hearing.

Attorney Wycliffe Marshall was insistent that the commission should go into minute details as to the relations between the gas company and other utilities. Corporation Counsel Samuel Silverman for the city of Boston said he recognized the limitations of the commission's powers, but urged that the Consolidated, as an evidence of good faith with the consuming public, should present the officials of the other companies and have them tell the whole story.

Officials to Appear

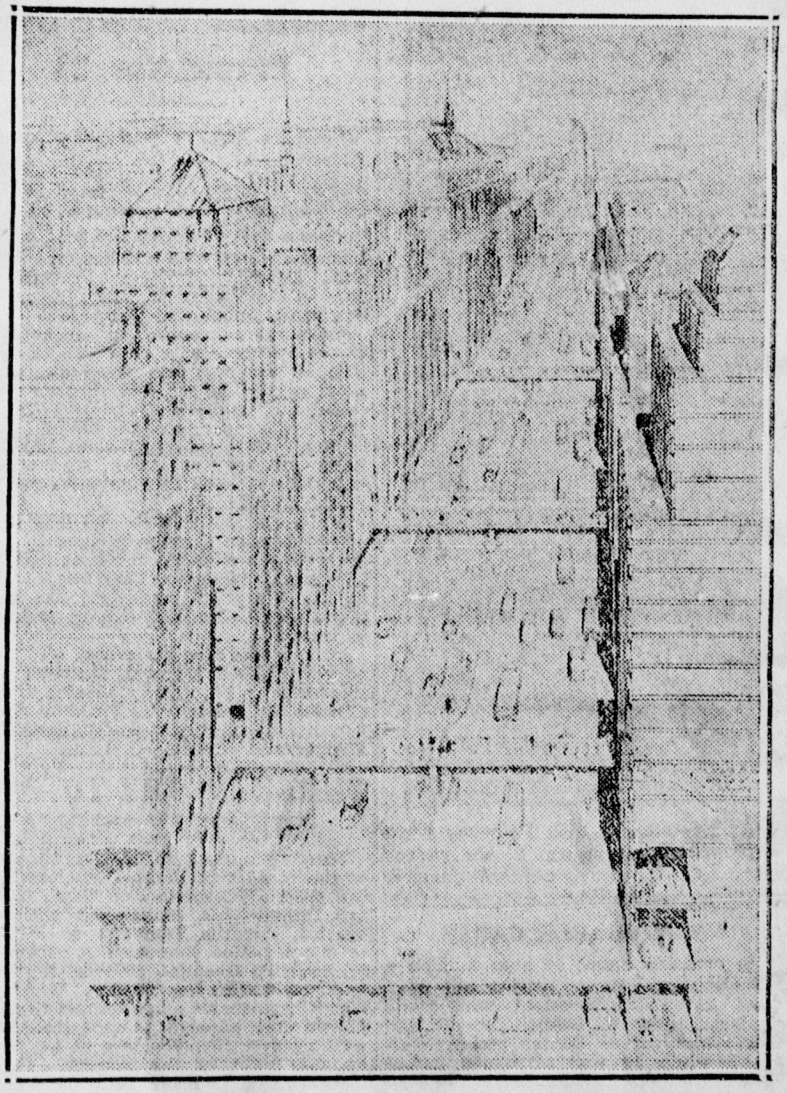
Attorney Holt for the Consolidated company said he would have the officials of the subsidiary or related companies appear, but that he would oppose their giving testimony on the ground that the other companies have rights which he proposed to protect.

Commissioner Goldberg said that in his opinion the powers of the public utilities department to summon witnesses and make investigations of collateral interests of the company should be broadened, but that under the existing conditions there was considerable doubt as to the right of the commissioners to compel persons connected with the other companies to give evidence.

Aside from the presentation of requests for rulings on points of law, the taking of testimony in the gas rate situation was closed. There was no suggestion yesterday regarding the appearance of former Governor Fuller to testify in the case. The former Governor was not present, and it was apparent that the public utilities department, in accordance with its statements at the previous hearings, has no intention of summoning Fuller, although Fuller has written to the department, offering to present himself at any time that his presence is desired.

Post 1/9/30

$100,000,000 Motor Subway Suggested



PLAN OF $100,000,000 STREET AND SUBWAY

Architects' plan showing how motor subway through down-town Boston between Tremont and Washington streets, from Stuart to Hanover, would look if completed. It would relieve the traffic situation now prevailing on Tremont and Washington streets, according to its sponsors.

Construction of a $100,000,000 down-town motor subway between Washington and Tremont streets, from Stuart street to Hanover street, by tearing out a 60-foot path of old buildings, including City Hall and other structures on the line of Province street, was proposed yesterday to Mayor Curley by William J. McDonald and Bruce Wetmore.

In explaining the plan, they stated that the only new building standing in the path of the proposed mile and a quarter artery was the new B. F. Keith Memorial Theatre. This would require the taking of 650,000 square feet of land by eminent domain, or by private interests.

LOMASNEY WINS RIGHT TO HEARING

Will Protest Permit for Gasolene Station

A verbal earthquake is expected to rock City Hall at exactly 11 o'clock next Wednesday morning, when Martin M. Lomasney, veteran political chieftain of the West End, stands up in public hearing to protect his rights.

DEMANDS HEARING

In a letter of complaint which he sent yesterday from the Hendricks Club at 11 A Green street, Lomasney protested to the Board of Street Commissioners that at the tag end of the recent administration a gasolene filling station was erected on the new Northern Artery extension near his property and that he received no notice from the city officials to appear at the time.

So he has demanded that another hearing be given the matter in order that he may voice his opposition to the project in an effort to bring about revocation of the permit. Late yesterday the Board of Street Commissioners assigned next Wednesday as the date of the second public hearing and so notified Mr. Lomasney.

According to the letter of protest, the filling station permit was granted to Gladys T. Besarick on Dec. 14, to sell 2000 gallons of gasolene at 66-70 Nashua street and 39-47 Minot street, and he pointed out that although he owns property at Nashua and Cotting street, he received no notice of the hearing and was "unable to protect his rights."

He declared that the woman was only a "straw" owner and that the property actually belonged to a former assistant district attorney, well known in realty and political circles, who recently resigned.

POST 1/9/30

HULTMAN NEW BUILDING HEAD

Mayor Curley Accepts Resignation of Fire Commissioner and Gives Him New Job--McLaughlin Successor

BY WILTON VAUGH

Mayor Curley last night accepted the resignation of Fire Commissioner Eugene C. Hultman, which has been reposing in his mayoral desk since the inauguration, and immediately surprised him with an offer of the portfolio of building commissioner, at the same salary.

Commissioner Hultman accepted the appointment somewhat amazed and voiced a keen desire to give his best to the new city administration. Since election day he knew that he was to be succeeded by former State Senator Edward F. McLaughlin of Jamaica Plain, who was named fire commissioner last night by the Mayor.

On his part, the Mayor promised that the city would lend every possible aid to industries seeking to build in this city. He stated that if any attempt were made by any city official or building inspector to hold up construction for any reason not regular or proper, "just send me a note of it. I will take care of the holdup. And I will take care of the inspector, too," warned the Mayor.

As the first step towards aiding construction here, the Mayor addressed a message to the City Council for consideration at its meeting next Monday, urging the sale of city land in Bath street off Postoffice square, so that the Atlantic National Bank may proceed with the construction of a $2,000,000 building addition. This project has been held up for the past seven months.

Telephone Building

That the New England Telephone & Telegraph Company will rush the construction of a new $2,000,000 building at Cambridge and Chardon street, West End, this year, was another message received by the Mayor, while Western Union officials sent a representative to say that their new building at Congress and High streets, will be built this year. The Edison Company reported its desire to hasten the work of construction on a $900,000 new building to replace the Norris building on Tremont street.

The conference was called by the Mayor to obtain the agreement of the public utility corporations to build twice as much conduit work in new streets, instead of using poles for their transmission lines. All reported their willingness to co-operate with the Mayor.

$6,000,000 for Streets

He declared that he plans to spend $6,000,000 for the laying out and construction of new streets, which have been unsafe, unsuitable and unfit for travel, though houses fill every lot from end to end.

As there will be demand for public utility service in all the houses, making it a paying proposition to lay conduits, he urged the corporations to do their work while the city is building the new streets, so that the smooth surfaces will not have to be dug up again later. Under existing law, the corporations are obliged to lay four miles of conduits, and he asked that eight miles be placed each year in the future.

Big Housing Development

Altogether the Mayor plans to build $10,000,000 worth of new streets, but he expects to devote 60 per cent of the money to residential districts that are built up. A large portion of the money will go into Dorchester, West Roxbury, Ashmont and Mattapan, the Mayor indicated, explaining that the completion of the new Dorchester rapid transit system and the Southern Artery has brought about a tremendous housing development that demands smooth surfacing for the muddy streets.

So that the public utility corporations may go to work without delay on laying underground conduits, the Mayor will ask the City Council on Monday to suspend the city ordinance which prohibits the opening of streets before March 15.

$8,000,000 IN NEW BIG BUILDINGS

Public Improvements to Relieve the Unemployment

Immediate construction of $8,000,000 worth of new buildings in the business district was promised yesterday by a group of prominent public utility officials who conferred at City Hall with Mayor Curley, pledging their support to his programme for public improvements to relieve unemployment.

Likes Fitzgerald, But Logan Is Better Vote-Getter

NEVER IDENTIFIED WITH PARTY FEUDS

Sees Fine Chance for Victory in State Next Fall

BY ROBERT T. BRADY

General Charles H. Cole, Democratic candidate for Governor in 1928, last night declared that he will not seek the party nomination again this year and gave whole-hearted endorsement to General Edward L. Logan as the man best fitted to lead the Democratic party to victory in Massachusetts.

Discussing the situation with the Post reporter last night, General Cole made it plain that he has no personal hostility to John F. Fitzgerald, who has already announced his candidacy for Governor. If it were not for the availability of General Logan at this particular time, he said, he would undoubtedly be for Fitzgerald, who, he recognizes, has contributed much to the success of the party in years gone by and would be a strong candidate.

At the same time General Cole made a plea for harmony in the party. He pictures the situation as exceedingly bright for Democratic victory next November and he believes that Fitzgerald, interested as he is in party success, will sooner or later see the

Cont'd POST 1/9/30

advantage to be gained by the party in getting behind General Logan and will retire from the contest.

"I shall not be a candidate for the Democratic party nomination for Governor this year," said General Cole.

"I think the situation is extremely hopeful for Democracy in Massachusetts, but it is a situation which calls for new blood and the campaign should be kept free from all of the old-time animosities and quibbles.

"Logan Best Vote-Getter"

"In my opinion the most available man from every point of view is General Edward L. Logan. I think he is by far the strongest man and the best vote-getter the party could select. He has a splendid record as a soldier which would attract the support of the men and women who took part in the great World war. Moreover, the General himself or members of his family have been identified prominently with Massachusetts participation in all of the wars in modern American history.

"He is the type of man who, by reason of his service in other branches of public endeavor, will inspire the highest confidence of men and women of all political parties.

"He has been absolutely free from all of the party squabbles of the past and he will bring none of the old-time animosities into the campaign.

"Highest Regard for Fitzgerald"

"I have the highest regard for John F. Fitzgerald. He is my friend and I am his. If it were not for the splendid opportunity to win the State under the leadership of General Logan, my support would undoubtedly go to Mr. Fitzgerald. He has done much for the Democratic party and I know that he is more interested in party success right now than he is in furthering any personal ambition. For that reason I am confident that with the desire for harmony and for party success so strong within him, Mr. Fitzgerald will join with the host of friends of General Logan who are already at work throughout the State to make his nomination unanimous, so that the entire party any conserve its energies for the battle against the Republican party in November.

"I do not expect General Logan to make formal announcement of his candidacy for some time, but it is a fact that his friends are on the line in every section of the State and I feel confident that he will be nominated by the Democratic party and lead it to victory."

Intends to be Candidate

General Logan was unwilling to make any formal comment on the situation last night. It has been known for some time, however, that he intends to be a candidate and it is believed that he is preparing to go through, even though a primary contest may be necessary.

Former Mayor Andrew J. Peters of Boston is still to be reckoned with in connection with the Democratic gubernatorial nomination. Peters is strongly supported by the Jefferson Club, composed of Democrats who were closely affiliated with the Woodrow Wilson campaigns of the past. That organization will meet within a short time to discuss the situation in the State and it is not unlikely that at that time Peters' desires and intentions regarding the governorship contest may be made known. Up to date the former Boston Mayor has been silent regarding the matter, but he, too, is known to have friends at work, notably in western Massachusetts, where supporters of both Fitzgerald and Logan have found traces of Peters' work within the past few weeks.

Speculate on Curley's Attitude

Of course from now on there will be much speculation as to the attitude of Mayor Curley of Boston towards the various candidates. It was assumed early last year, when the Curley mayoralty campaign was in its organization stages, that there was an understanding between Curley and Fitzgerald, under which Fitzgerald would go through with Curley for Mayor and in return Curley would give his support to Fitzgerald for United States Senator.

Now that Fitzgerald has decided to run for Governor, instead of for Senator, there is some talk that Curley will not be bound by any previous agreement to support Fitzgerald for that place. During the mayoralty fight there was evidence aplenty that Curley appreciated the efforts of Fitzgerald in his behalf and he expressed his gratitude on more than one occasion.

As to the outcome of a primary contest between Logan, Fitzgerald and Peters, there is room also for more speculation. It is the hope of party leaders, however, that they may be able to smooth out the situation before it becomes too complicated and that arrangements may be made finally to clear the field for whichever one of the three is agreed upon as the best vote-getting possibility the State over.

TRANSCRIPT 1/9/30

Curley Finds Budget Rise of $4,000,000

Must Prune Estimates Heavily, and Will Cut Overtime in Departments

An increase of $4,000,000 in the departmental budget estimates for the year gave Mayor Curley a surprise today, during a conference with Budget Commissioner Charles J. Fox. The mayor was prepared for a heavy increase, especially in view of the many salary increases authorized by his predecessor in the closing days of that administration, but the department heads have gone far above their last year's expenditures in the matter of supplies and equipment.

"In my opinion the time has arrived to check unwarranted and unjustifiable customs that have been permitted to develop," was the mayor's laconic comment as he discussed the financial situation with newspaper men. In that connection he had before him requests from several departments for authorization of overtime payments to employees, totaling approximately $4000 for the week. Though he gave his approval, he requested the budget commissioner to report to him within forty-eight hours on the totals of overtime payments each year for the last five years, saying to Mr. Fox:

"This information is requested so that steps may be taken to plug what appears to be an unwarranted leak."

Extra wage payments in the departments are at times absolutely necessary, as the Finance Commission has repeatedly reported, but Mr. Curley during his previous administration succeeded in holding them down to a minimum by the practice of offering the compensatory day or days off when employees were obliged to exceed their eight-hour day in emergencies.

Budget estimates have been constantly rising for years and it is always necessary for the mayor to lop off from $1,000,000 to $2,000,000 in the final studies. The department heads were enjoined by Mr. Nichols to give their studies the closest attention, but many of them exceded what they knew would be their allowances, so that the administration might take the full responsibility for inevitble shortages.

TRANSCRIPT 1/9/30

Three New Officials for Sinking Funds

The only appointments Mayor Curley ade today were three for the sinking funds department, replacing members who had served for various periods under the Nichols Administration.

William Spottiswoods, head of the firm of John Gilbert, Jr., Company, is named to take the place of Walter E. Wragg; Samuel Kalesky will replace Abraham E. Pinanski and Edmund L. Dolan will replace Eliot Wadsworth.

Mr. Wadsworth was chairman of the board and Mr. Dolan will again assume that position, if confirmed by the Civil Service Commission. There are nine members of the board, on which the city auditor and the city treasurer always serve.

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NOTES OBSTACLES TO BIGGER BOSTON

Charges that the public officials and politicians of Greater Boston opposed annexation of their communities with Boston because they did not want to be relegated into less important roles than they now occupy, were made last night at a dinner of the Conference of Municipal Affairs by Thomas Harrison Reed, of the University of Michigan, and brought vigorous denial from Mayor Andrew A. Casassa of Revere, one of three Greater Boston mayors present.

DIFFER OVER PLAN

Reed's charge was made in the course of an address, in which he disapproved of control by the State of the metropolitan area and recommended transferring the powers now vested with the Metropolitan District Commission to a local government for Metropolitan Boston. This suggestion was opposed, not only by Mayor Casassa, but by Lieutenant-Governor Youngman and David B. Kenniston, chairman of the Metropolitan District Commission.

Miss Elisabeth M. Herlihey, secretary of the city planning board, representing Mayor Curley, who was unable to be present, and former Mayor Andrew J. Peters approved the suggestions set forth by Dr. Reed.

"The mayors and public officials of Greater Boston," Mayor Casassa declared, "are not so selfish as to want to sacrifice the good of the community to their own interests. For one thing, we are upon the stage for too short a time. I know that, as far as I am concerned, I make my living outside of politics.

"We obtain improvements, wonderful improvements, through the Metropolitan District Commission and obtain them without the conniving of politicians and without scandals. We would have the East Boston tunnel now if the District Commission were building it. The question seems to be, not what kind of a tunnel, but who bought the land where the tunnel is to be.

"It is such things as this that make us opposed to annexation to Boston. Our sewer, water and recreation systems provided through the Metropolitan District Commission, are the best in the world. Let's keep them."

Other mayors present at the dinner, a feature of the conference being held under the joint auspices of the Boston League of Women Voters, the Women's City Club of Boston, and the Women's Municipal League of Boston, were Mayor Russell of Cambridge and Mayor Murphy of Somerville.

Plans for Greater Boston

Speaking on the subject, "The Future of Metropolitan Boston," Dr. Reed, himself a former Bostonian, sketched the growth of the Boston area and the obstacles in the way of annexation. He outlined the development and accomplishments of the Boston District Commission, a State agency, and said:

"With no disposition to criticise the manner in which the Metropolitan District Commission and other State agencies have done their work, I cannot approve this method of solving the metropolitan problem. The functions performed are of the sort suitable to be performed by local government. They interest the State as a whole only indirectly. They are not and cannot be made part of a general scheme of administration for the State as a whole.

"The principle of local self-government is fundamental in our institutions. Since, therefore, growth by annexation is impossible, and the present arrangement, in spite of the admirable way in which it takes care of certain physical necessities, flagrantly violates one of the basic principles of American life, what remains?

"A locally responsible government for the region, exercising such powers as need to be exercised for the whole region, leaving all other matters to be dealt with by the existing municipalities."

Criticism of the extent of State control to which Boston is subjected also was voiced, during the conference yesterday, by Senator Henry Parkman, Jr., who characterized the present system as farcical, and declared a return to home rule was greatly desirable.

Lieutenant-Governor Youngman said he was not opposed to a rearrangement of government for Greater Boston, but pointed out that such power as has been transferred to the State from local governments has been transferred usually because of abuses by those local governments. In addition, he said, agreement between the many communities of Greater Boston, with their divergent views and interests, is virtually impossible and, most important of all, the superiority of State credit has made it possible for the State to borrow huge sums of money for public improvements at a tremendous savings in comparison with the cost city governments would have had to bear.

TRANSCRIPT 1/9/30

Bill to Extend Boylston Street Subway Filed

Representative Martin Hays of Brighton introduced a bill in the Legislature today providing for the extension of the Boylston street subway for the purpose of relieving congestion at Governor square.

This afternoon at 2.30 Mayor Curley went into conference with officials of the Elevated to ascertain the position of the directors and public trustees of the road concerning the legislation of 1925 providing for extension and alteration of the Bolyston street subway at Governor square. Representatives of the transit commission, the city planning board, law department, Metropolitan Transit District, Metropolitan planning division, street commission, park commission, the commissioner of public works and the city auditor were present.

Under the terms of the bill the construction work would be under the direct supervision of the Transit Department of the city of Boston and the extension would be adapted to contain two railroad tracks commencing at Kenmore square, thence continuing under Commonwealth avenue to the corner of Brighton avenue, then under Brighton avenue and Commonwealth avenue and under or on other streets or private land to Cleveland circle, Brookline, or Newton Corner, Newton, as may be determined by the transit body.

The bill stipulates that the transit department shall make such alterations at Governor square as it deems necessary and shall eliminate the crossings at grade at the square.

The bill also provides that the cost of such alterations and extensions shall be paid by the cities of Boston and Newton, and the town of Brookline. The cost of the extension to be paid by the city of Boston shall be met by bonds issued by the city in the same manner as bonds issued to meet the original cost of the Boylston street subway. A proportion of such cost payable by the city of Newton and the town of Brookline shall be met by the issuance of bonds by these municipalities under the provisions of the General Laws in so far as they are applicable thereto.

Before any such work is done, however, the bill stipulates that the Boston Elevated shall execute a lease of such extensions for a term ending with that of the lease of the Boylston street subway.

The Elevated is authorized by the bill and directed, through its trustees, to execute a lease of such alteratiois and extensions and thereafter from time to time renew the same, "provided, that no such lease or renewal thereof shall extend beyond the period of public operation except with the consent of the directors of said company. Such lease shall provide that the company shall pay to the cities of Boston and Newton and the town of Brookline an annual rental at a rate sufficient to provide an amount of one-half of one per cent of said net cost in addition to the annual amount of interest on the bonds issued to pay for said net cost.

"The lease shall be in the same general form as those authorized by Chapter 741, except so far as any other provisions may be agreed upon by the transit department and the company as specially applicable to the demised premises. The said net cost shall be determined in the manner provided in Chapter 741, and the rental shall be paid in instalments corresponding to the requirements for the payment of rental of said Boylston street subway, and the provisions of said chapter are hereby extended to affect the city of Newton and the town of Brookline.

"The title to said improvements shall be in said cities and said town in its private and proprietary right to and only to the time when it shall have been fully repaid the cost thereof and thereafter it shall be in the respective city and town in trust for the public for transportation service within the area served by the Boston Elevated Railway Company for the time being, subject to the direction of the General Court."

The measure further stipulates that there shall be such stations along the extension as may be agreed upon by the Elevated Company.

Post 1/9/30

POSTOFFICE SITE GAINING FAVOR

Considered Ideal by Many Leaders for War Memorial---Traffic Chief Also Sees Benefits

Sentiment in favor of having the site of the old postoffice converted into an area for the erection of a fitting and impressive war memorial appeared to be growing yesterday, as many persons well known in the public and military affairs not only of Boston but throughout the State leaned toward the cause.

CURLEY STARTS

Prominent among those becoming interested in the proposal was Mayor Curley. He at once called a conference to be held in City Hall Monday of leading architects and the City Planning Board relative to having the spot made into something along the lines of a civic centre. The matter of having only a war memorial there, of course, will also come in for serious consideration, he said.

The four architects comprising the group the Mayor has invited to the meeting are Ralph Adams Cram, Charles Coolidge, Clarence Blackall and Charles D. Maginnes. The question of having a war memorial included in the buildings also will be brought up, it is understood. Though Mayor Curley stated he has received no official word from Washington that postoffice authorities there regard the present site as too small, the chief executive mentioned that he was calling the conference so the city might be prepared.

One of those foremost in approval of the suggestion yesterday was Max Singer, department commander of the Veterans of Foreign Wars, Massachusetts department, and member of the War Memorial Commission, who expressed himself strongly in accord.

Site Is Admirable

"The site of the old Federal building," he said, "is, I believe, an admirable and suitable spot. It is a location that is easily accessible to the largest number of people in the Commonwealth's capital."

Thomas F. Foley, Worcester's chief of police, also a commission member, who was the first field officer in the American Expeditionary Forces to receive the Distinguished Service Cross, said: "My feelings coincide with those of Judge Logan (also a member of the special commission). It seems to me that the ideal spot for a suitable war memorial would be where the greatest) number of people could see it, and the Postoffice square locality strikes me as being a truly admirable place."

Another prominent man who expressed himself as being in accord with the suggestion was Charles McCarthy of Marlboro, department commander of the United Spanish War Veterans, who is one of the members of the of the Special World War Memorial Commission.

"To my mind," said Mr. McCarthy, "the Postoffice site is way ahead of the idea that has been previously suggested of putting the memorial on an artificial island to be created near the Harvard bridge. As regards the latter, it would, in the first place, work a difficulty for persons who might want to visit the place."

Legion Non-Committal

For the Department of Massachusetts, American Legion, John J. O'Connell of Amherst, department commander, yesterday issued the following statement:

"In regard to the proposal to consider the Postoffice square site as a location for a World war memorial, our organization does not desire to go on record for or against this project at present. The question of a memorial is being studied by a committee appointed by Governor Allen and our organization has absolute confidence in the personnel of the commission and their desire to work out a proposition satisfactory to all parties concerned. We therefore consider that it would be much more desirable to await the report of the commission on this project."

Claiming he was "unalterably opposed" to any site other than the postoffice location for a World war memorial, William A. Dinsmore, State treasurer of the Veterans of Foreign Wars, referred to the location of the World war memorial in Kansas City, which he recently visited.

"In Kansas City," Dinsmore remarked, "the memorial, a very appropriate one, but not too large, is located directly in front of the railroad station. Becaues of its accessibility to so many thousands of persons, especially visitors, the location has proved of high merit."

Gen. Edwards Opposed

Of somewhat different opinion was General Edwards, who expressed a preference for the Charles River as the scene specifically for a State memorial. General Edwards stated his belief that the sky line about the area bounded by Water, Devonshire, Milk and Congress streets was not as desirable as at the Charles River near the Harvard bridge.

From the standpoint of traffic, Captain Bernard J. Hoppe, head of the downtown traffic division, Station 20, on Milk street, told the Post last night that he believed the idea of placing a war memorial on the site of the old postoffice would be a "wonderful idea."

Up to last night the office of Edward Pearson, supervising engineer of government buildings in Boston, was, it was reported, without notification of an official nature that the Postoffice square site would be abandoned. Reports from Washington persisted, however, that postoffice authorities there are still not any too satisfied with present conditions owing, it is understood, to the area being a too crowded and congested one for their wants and for not providing sufficiently for expansion in years to come.

Suggests New Site

In a plan advanced last night, Van Ness Bates, well-known in banking circles and active in city planning projects for a number of years, would substitute for the old site of the postoffice, the property fronting on Milk street, and occupied principally by the building of the New England Mutual Life Insurance Company, the remainder of the property in the block being owned by a number of individuals.

In the block Bates proposes, as a substitute for the present site, there are approximately 64,000 feet of land as against 51,000 in the old one, he says. This additional space, according to him, would make it possible for the government to erect a larger building. In Bates' opinion such a move would prove beneficial to real estate in that area, as well as helpful to both the government and to the city in various ways.

RECORD 1/9/30

Resigns as Fire Head, Named Building Chief

Mayor Curley sprang a surprise in municipal circles yesterday when, after accepting the resignation of Eugene C. Hultman as fire commissioner, he appointed him acting building commissioner, and forwarded his name to the Civil Service Commission for confirmation as building commissioner.

At the same time, Mayor Curley appointed Edward F. McLaughlin, his former campaign manager, as fire commissioner.

Both positions carry a salary of $7500 a year. Mayor Curley, commenting on the two appointments, said he read a report of the insurance commission, and had realized the close alliance of the fire and building departments.

The Mayor said he considered the former fire commissioner ably fitted for his new work as building commissioner, and was confident he and Mr. McLaughlin would work in harmony in each department.



E. F. McLaughlin

The newly-appointed fire commissioner is a former representative and state senator, and once served on the City Council. Mayor Curley requested him to start immediately upon a codification of the building laws, as his first task in his new office.

Mayor Curley also announced the following appointments in the municipal employment bureau: John J. Shields, director, salary, $3000; Augustus P. Seaver, clerk, $2000; Melville R. Eastman, clerk, $2000; Roy J. Dasher, clerk, $1600.

WARNS AGAINST GRAFT

Sharp, stern warning against graft or any other irregularity by "anyone connected with the city" that will tend to interfere with big construction projects now on foot in Boston was sounded by the mayor at a conference held a short time before he announced his new appointments.

The mayor's blast was not only a warning to all city officials and employes. It was also an assurance and a promise of aid to private interests, public utility corporations and others interested in the construction program.

It was delivered at a conference of the mayor, Fire Commissioner Eugene C. Hultman, Police Commissioner Herbert A. Wilson, General Manager Edward Dana of the Elevated, the Board of Street Commissioners, Chairman Thomas F. Sullivan of the Transit Commission and representatives of the Edison Electric Illuminating Co., Postal Telegraph Co., N. E. Telephone & Telegraph Co., Western Union Telegraph Co., Boston Consolidated Gas Co., and other public service corporations.

It came at the close of this conference when the mayor said emphatically:

ASKS FOR COMPLAINTS.

"Let me say to you gentlemen that if there is any attempt at holdup by any city official or building inspector, which is not regular and proper or that is unjust, I want you to send a note to this office and I will see that the matter is taken care of, even if it means removal of the official or dismissal of the inspector.

"If there is any attempt by anyone connected with the city to make you use an iron beam where a steel beam is called for, or a steel beam where an iron beam is called for, do not fail to notify this office.

"Boston must go ahead. Boston must speed up and I want to see this work started.

"There has been a little vacation during the past four years and some of the boys got a little careless."

The conference was in the Mayor's office in City Hall. It was called in an effort to have the public service corporations increase by 100 per cent this year the underground work of laying wires, wire conduits, gas mains and pipes and similar improvements.

WOULD DOUBLE WORK

A present city ordinance limits public service corporations to a total of four miles of underground work in Boston each year.

In view of unemployment and labor depression, the Mayor wishes this mileage limit increased to eight miles per year.

The ordinance has a clause saying streets may not be opened during winter months until March 15. Mayor Curley told his conferees he would have Chairman Thomas J. Hurley of the street commissioners draft an amendment changing the date of this starting of street openings so that the public service corporations could begin underground work immediately.

Telephone company representatives said they would be glad to have this done; they had much work in hand; they could not specify at the moment how many miles of underground work they would put in but would be delighted to co-operate with the administration in a speedy start.

Edison representatives concurred and other public utility representatives nodded approval.

NEW WIRING PLANS

Fire Commissioner Hultman pointed out that his department already had plans for 21,240 feet of new underground wiring. He added that he also had plans for 21,444 additional feet of underground wiring work that could start immediately if enabled.

The Mayor emphasized the opportunity for speeding up building construction in Boston and for providing work. He spoke of the $10,000,000 he mentioned in his inaugural address for new construction and reconstruction of streets where residences and business houses have been put up.

He said 60 per cent of this money would be spent on streets, especially in Dorchester, because of unsafe highway conditions in that section where practically a new city has been started since the new Dorchester rapid transit.

The mayor spoke of an $8,000,000 building program which is being started in Boston, work on some already being in operation. Then he dwelt on new building construction, on which it is planned to start work right away. He listed them thus:

Western Union building at Congress and High sts., $3,000,000.

Atlantic National Bank extension, Postoffice sq., $1,000,000 expenditure immediately and another $1,000,000 soon.

N. E. Tel. & Tel. building at Chardon and Chambers sts., West End, $2,000,000.

Edison Electric Illuminating Co. building, Tremont st., $1,000,000.

Some of these projects have previously been announced.

The conference was about to close when the mayor staged an unexpected, added feature in his warning against any "hold up" of construction enterprises.

A conference of architects and members of the City Planning Board has been called by Mayor Curley for next Monday, to discuss plans for erection of a municipal auditorium and a new City Hall, with the new postoffice on adjoining or nearby land.

Reth Out of One Job to Better One

John W. Reth, ousted by Mayor Curley as veterans' relief commissioner, was yesterday named state fire marshal by Gov. Allen, to succeed George C. Neal, who died several weeks ago. The appointment advances the former commissioner to a better post.

Reth was former state commander of the American Legion. His appointment by Gov. Allen followed within 24 hours of his ousting by Mayor Curley.

RECORD 1/9/30

FIRST AID



In High

A man we once knew used to sign his name in autograph books—those were the more-or-less-good old days—and then add: "Yours most truly, without waste of time."

His pet phrase: "Without waste of time" is recalled by Mayor Curley's promptness in tackling the Governor sq.—motor traffic—subway problem.

The mayor, so far as this grievous Back Bay traffic tangle is concerned, is shifting from starting speed into high speed in a manner that gives rise to hopes of quick results.

The mayor is scheduled to ask the Boston Elevated directors at a conference today to accept the legislative act providing for removing the surface tracks in Governor sq.

At the same time the mayor calls for an underpass beneath Massachusetts ave. at Commonwealth ave. and for extension of the Boylston st. subway beyond Governor sq. He hopes to have underpass construction begin within six or seven weeks.

Governor sq. and its mess of trolley car and motor traffic lines and lanes have been a steadily increasing cause of delay and denunciation. The prompt attack by Mayor Curley upon the problem is characteristic of his driving energy and will have the united approval of all who pass through or under this plague spot.

GLOBE 1/9/30

THE UNDERPASS

THE Mayor's proposal is timely that street levels be divided at the intersection of Commonwealth and Massachusetts avenues by the construction of underpasses which will permit through traffic on Commonwealth avenue to proceed without being interrupted by the flow along Massachusetts avenue and will also measurably relieve checks to which Massachusetts avenue traffic is subjected.

Where cars and trucks on one crowded street must be stopped entirely to let traffic pass in the opposite direction on another congested way, the theoretical loss on each street is 50 percent. Practically, the loss is greater because of the delays in stopping and starting. Complete separation of street levels would mean an advance from something in the neighborhood of 40 percent to an even 100 percent of highway usefulness.

New York, which has raised Park avenue above 42d street, has demonstrated the usefulness of an overpass. Detroit and Chicago each furnish working illustrations of the value of separate levels. By making the contemplated change Boston would be grappling with a serious problem in an effective way. There is no point where this thing could be done to more advantage because of the opportunity furnished of using a portion of the mall. Property lines would not be interfered with.

The Mayor's idea is to help the economic situation by proceeding without delay to the construction. Of course, in any such undertaking, the matter of cost should be considered with due care. Both taxpayers and those who need work should be given a fair deal.

GLOBE 1/9/30

MAYOR CURLEY MOVES TO CUT DOWN OVERTIME EXPENSE

A request received by Mayor Curley for overtime payments in the Water Department amounting to $1000 for the week ending Jan 6 was the subject of a letter from the Mayor to Budget Commissioner Charles J. Fox today, seeking information "so that steps may be taken to plug what appears to be an unwarranted leak."

The Water Department was not the only one referred to in the communication, which mentions a matter of $600 from the highway division, paving service, for overtime; the sum of $1995 from the sewer division; the sanitary service, $1228, and the bridge and ferry service, $79.78. All the payments were for the week ending [illegible] of this year.

Overtime for the week represented a matter of about $5000, which, according to the Mayor is a jump of about 700 percent from his last administration, when it was down to about $500 a week. He went on to say that men sat around getting overtime while waiting for some break for them to work on. The overtime group was in addition to an emergency crew.

Mayor Curley expressed the opinion that the money could be expended to better advantage in supplying employment in street repair.

Difficult to Justify Increase

His letter follows:

"I have been reviewing the budget for 1930 as submitted by the various department heads to you and find that the amount deemed necessary, if approved, will increase the cost of administering the departments of the city approximately $4,000,000. It is rather difficult, in view of conditions industrially, to justify an increase of this volume, which will compel an increase in the tax rate, later, to be passed on to every householder in the form of increased rentals.

"In my opinion the time has arrived to check unwarranted and unjustifiable customs that have been permitted to develop.

"In this connection I have before me a request for overtime in the Water Service amounting to nearly $1000 for the week ending Jan 6, 1930, and, assigning as a reason the employment of emergency men on eight-hour shifts; overtime to take care of any breaks in the water system.

The Highway Division, Paving Service, presents for approval overtime payments amounting to about $600; the Sewer Division in the sum of $1955; the Sanitory Service in the sum of [illegible]

Contd GLOBE 1/9/30

sum of $79.78. All these payments for the week ending Jan 6, 1930.

"I have approved the recommendations for overtime as received and desire a report from you, within 48 hours, as to the overtime payments each year for the last five years. This information is requested so that steps may be taken to plug what appears to be an unwarranted leak."

TRAVELER 1/9/30

LATEST CURLEY ORDERS CAUSE CITY HALL STIR

Rules Unnecessary Overtime Must Cease Immediately

Mayor Curley made another announcement today that will make department heads and city employes sit up and take notice.

After he had announced appointments of sinking funds commissioners he declared that he is determined to stop immediately unjustified payments for overtime in all city departments in order that the money thus paid out can be distributed to men who may be employed in street work.

The mayor's appointments as sinking funds commissioners are, Edmund L. Dolan, to take the place of Eliot Wadsworth; Samuel Kalesky, to take the place of Abraham E. Pinansky, and William Spottiswoode to succeed Walter E. Wragg. Dolan is a former chairman of the commission, Kalesky is a prominent member of the B'Nai Brith, and Spottiswoode is a business man.

In connection with stopping of unjustified overtime pay, it was stated that the mayor, when he assumed office in his last administration, found that a good deal of overtime work could be done away with. He adopted a system of compensatory time off in place of overtime payments, with a result that overtime compensation averaged not more than $500 per week.

Upon receiving schedules for overtime payments for last week from the highway and sewer divisions, the sanitary service and bridge and ferry service, amounting to about $4000, the mayor approved them and then sent a letter to Budget Commissioner Charles J. Fox in which he said that the 1930 budget requirements deemed necessary by department heads will, if he approves them, add approximately $4,000,000 to the cost of maintaining city departments. The mayor said:

WOULD INCREASE TAX RATE

"It is rather difficult in view of conditions industrially to justify an increase of this volume which will compel an increase in the tax rate later to be passed on to every householder in the form of increased rentals.

"In my opinion, the time has arrived to check unwarranted and unjustifiable customs that have been permitted to develop. In this conviction I have before me a request for overtime in the water service amounting to nearly $1000 for the week ending Jan. 6, and assigning as a reason the employment of emergency men on eight-hour shifts."

Commenting on this point, the mayor said that it has become a policy to have emergency men sit around doing nothing for eight hours waiting for a break to come in water pipes. These men are in addition to the men who are regularly employed.

The mayor has asked Budget Commissioner Fox to report to him within 48 hours all overtime payments each year for the past five years. "This information is requested," he said, "so that steps may be taken to plug what appears to be an unwarranted leak."

TRAVELER 1/9/30

GOVERNOR SQ. BILL IS FILED

Would Extend Subway to Brookline and Newton Corner

Representative Hays of Brighton filed with the clerk of the House today a bill providing for the construction of an extension to the Boylston street subway from Governor square, through Commonwealth and Brighton avenues, to Cleveland circle, Brookline, and Newton Corner, Newton.

The bill provides that the work shall be done by the transit department of the city of Boston, with such stations as may be agreed upon between the transit department and the Boston Elevated. The cost would be proportioned to the city of Boston, the town of Brookline and the city of Newton also that no work on the proposed subway shall be done until the Boston Elevated executes a lease of extensions for a term ending with that of the lease the company now has on th Boylston street subway.

GLOBE 1/9/30

NEW SINKING FUND BOARD

Includes Edmund L. Dolan, Former Chairman

Mayor Curley today made three appointments in the Sinking Fund Commission. He named William Spottiswoode, vice Walter E. Wragg; Samuel Kalesky, vice Abraham E. Pinanski and Edmund L. Doland, vice Eliot Wadsworth.



EDMUND L. DOLAN

Mr Dolan is a broker at 50 Congress st, and was chairman of the commission under the last Curley administration. Mr Kalesky is chairman of the Jewish charitable organization, the B'nai B'rith, and Mr Spottiswoode is president of the John Gilbert Company.

TRAVELER 1/9/30

Conry Valuable Man

MAYOR CURLEY did the city a good service by persuading Joseph A. Conry to become traffic commissioner. The mayor's ability to get men of this calibre indicates good things for the city.

Conry has had a brilliant career in public life. He has served his city, state and country with fidelity and intelligence. Three Massachusetts Governors, Foss, Walsh and McCall, appointed him director of the port of Boston. He declined when Gov. McCall asked him to serve, but did consent to be a member of the committee that laid out the great army base at South Boston.

In addition to all this he has made for himself a place of honor at the Massachusetts bar. He is a man of wide experience and high culture and brings to the job of traffic commissioner an equipment difficult to duplicate.

GLOBE 1/9/30

BILL FOR SUBWAY TO BROOKLINE AND NEWTON

Hays' Measure Provides For Extension From Kenmore Sq, Including Two-Track Tunnel

A bill filed today by Representative Martin Hays of Brighton provides for the extension of the Boylston-st Subway from Kenmore sq to Brookline and Newton. Under the provisions of the measure there would be a two-track tunnel under Commonwealth av to Cleveland Circle, Brookline, and under Commonwealth and Brighton avs and other streets to Nonantum sq, Newton.

A provision states that the cost of such alterations and extensions shall be paid by the cities of Boston and Newton and the town of Brookline and the owners of such properties adjacent as shall be specially benefitted.

The chief provisions of the bill are as follows:

"The Transit Department of the city of Boston shall construct in the cities of Boston and Newton and the town of Brookline a subway to be known as the Boylston-st Subway extension, so constructed as to be adapted to contain two railroad tracks commencing at Kenmore sq, Boston, thence continuing under Commonwealth av to the corner of Brighton av, thence continuing under both Brighton av and under Commonwealth av and under or on other streets or private land to such point in Cleveland Circle, Brookline, and Newton Corner, Newton, as may be determined by the Transit Department, with such stations as may be agreed upon by the Boston Elevated Railway Company.

"Said department shall make such alterations at Governor sq in said city as shall eliminate the crossings at grade at said square, and to that end shall have the powers conferred upon the Transit Commission by Chapter 741 of the Acts of 1911 and the amendments thereof, in connection with the construction of the Boylston-st Subway.

"The cost of such alterations and extensions shall be paid by the cities of Boston and Newton and the town of Brookline, and the owners of such properties adjacent to such subways in each respective municipality as shall be specially benefitted as determined by said department.

"The cost of such extensions to be paid by the city of Boston shall be met by bonds to be issued by the city of Boston in the same manner as bonds issued to meet the original cost of the Boylston-st Subway. A proportion of such cost payable by the city of Newton and the town of Brookline shall be met by the issuance by said city and town of bonds under the provisions of the General Laws in so far as the same are applicable thereto.

"Boston Elevated Railway Company, acting through its trustees, is hereby authorized and directed to execute a lease of such alterations and extensions and thereafter from time to time renew the same, provided, that no such lease or renewal thereof shall extend beyond the period of public operation except with the consent of the directors of said company. Such lease shall rovide that the company shall pay to the cities of Boston and Newton and the town of Brookline an annual rental at a rate sufficient to provide an amount of ½ of 1 percent of said net cost in additon to the annual amount of interest on the bonds issued to pay for said net cost.

"The lease shall be in the same general form as those authorized by said chapter 741, except so far as any other provisions may be agreed upon by said transit department and the company as specially applicable to the demised premises. The said net cost shall be determined in the manner provided in chapter 741, and the rental shall be paid in instalments corresponding to the requirements for the payment of rental of said Boylston-st subway, and the provisions of said chapter are hereby extended to affect the city of Newton and the town of Brookline.

"The title to said improvements shall be in said cities and said town in its private and proprietory right to and only to the time when it shall have been fully repaid the cost thereon and thereafter it shall be in the respective city and town in trust for the public for transportation service within the area served by the Boston Elevated Railway Company for the time being, subject to the direction of the General Court."

AMERICAN 1/9/30

Curley Names Three for Sinking Fund

Edmund L. Dolan, Samuel Kalesky and William Spottiswoode were today appointed by Mayor Curley as sinking fund commissioners, among the most important appointments he has to make.

Dolan, who succeeds Eliot Wadsworth, is understood to be slated for the chairmanship of the commission, inasmuch as he held that position under the previous Curley administration.

Kalesky succeeds Abraham E. Pinanski, and Spottiswoode, president of the John Gilbert Co., takes the place of Walter E. Wragg.

The sinking fund commissioners have control over the allocation of the millions of dollars in bonds and money which are held to take care of the city's debt requirements.

It is expected the Mayor will proceed at once to complete the remainder of his appointments by filling the vacancies in departmental positions such as superintendent of supplies, city treasurer and city collector.

AMERICAN 1/9/30

MAYOR CURLEY MOVES TO STOP $5000 A WEEK CITY 'LEAK'

TRANSCRIPT 1/9/30

HITS AT BIG 'OVERTIME' PAYMENTS

Asks Budget Commissioner Fox for Figures of Several Departments

Taking steps to stip what he calls an "unwarranted" leak in city expenditures, Mayor Curley today requested Budget Commissioner Charles J. Fox for information on overtime payments in certain departments.

The mayor pointed out that figues turned over to him revealed expenditures of approximately $5000 a week in three departments alone, which, if continued, would means some $250,000 a year.

MAYOR'S LETTER

"I have been reviewing the budget for 1930 as submitted by various department heads to you," he wrote Commissioner Fox, "and find that the amount deemed necessary, if approved, will increase the cost of administering the departments of the city approximately $4,000,000.

"It is rather difficult in view of conditions industrially to justify an increase of this volume which will compel an increase in the tax rate, later to be passed on to every householder in the form of increased rentals.

"In my opinion the time has arrived to check unwarranted and unjustifiable customs which have been permitted to develop. In this connection I have before me a request for overtime in the water service amounting to nearly $1000 for the week ending January 6, 1930, and assigning as reason these:

$5000 A WEEK

"Employment of emergency men (on eight-hour shifts) overtime, to take care of any breaks in the water system; the highway division, paving service present for approval overtime payments amounting to about $600; the sewer division in the sum of $1955; the sanitary service in the sum of $1228; the bridge and ferry service in the sum of $1978. All these payments for the week ending January 6, 1930.

"I have approved the recommendation for overtime as received and desire a report from you within 48 hours as to overtime payments each year for the last five years. This information is requested so that steps may be taken to plug what appears to be an unwarranted leak."

Report $8,000,000 in New Buildings

Mayor Learns of Projected Improvements to Relieve Unemployment

During a conference which Mayor Curley had with a group of public utility officials, reports were made of $8,000,000 in new construction planned for the business district. The mayor promised that the city would lend every aid in such a program and asked the men present to report any attempt on the part of a city official or building inspector to hold up construction for any reason not regular or proper.

The mayor addressed a message to the City Council for next Monday's meeting, urging the sale of city land in Bath street off Postoffice square so that the Atlantic National Bank may proceed with the construction of a $2,000,000 building addition.

That the New England Telephone & Telegraph Company will rush the construction of a new $2,000,000 building at Cambridge and Chardon streets, West End, this year was one of the messages received by the mayor, while Western Union officials sent a representative to say that their new building at Congress and High streets will be built this year. The Edison company reported its desire to hasten the work of construction on a $900,000 new building to replace the Norris Building on Tremont street.

The conference was called by the mayor to obtain the agreement of the public utility corporations to build twice as much conduit work in new streets, instead of using poles for their transmission lines. All reported their willingness to co-operate with the mayor.

He declared that he plans to spend $6,000,000 for the laying out and construction of new streets. As there will be demand for public utility service in all the houses, making it a paying proposition to lay conduits, he urged the corporations to do their work while the city is building the new streets, so that the smooth surfaces will not have to be dug up again later.

Altogether the mayor plans to build $10,000,000 worth of new streets, but he expects to devote 60 per cent of the money to residential districts that are built up. A large portion of the money will go into Dorchester, West Roxbury, Ashmont and Mattapan, the mayor indicated, explaining that the completion of the new Dorchester rapid transit system and the Southern Artery has brought about a tremendous housing development that demands smooth surfacing for the muddy streets.

So that the public utility corporations may go to work without delay on laying underground conduits, the mayor will ask the City Council on Monday to suspend the city ordinance which prohibits the opening of streets before March 15.

TRANSCRIPT 1/9/30

Master City Plan Is Urged for Boston

John Nolen Outlines Project Before Conference on Municipal Issues

Boston needs a master city plan which will adequately meet modern conditions and make ample provision for growth and changing conditions of the future for the next fifty years, John Nolen of Cambridge, city planning consultant, told the conference on municipal issues, at its closing session at the Twentieth Century Club this afternoon. The conference, which began yesterday, was under the auspices of the Boston League of Women Voters, the Women's City Club and the Women's Municipal League of Boston.

Moreover, Mr. Nolen said he would "risk his reputation as a prophet" to say that Boston is likely to get a master plan during the present administration of Mayor James M. Curley, who already has announced himself in favor of such a project. Mr. Nolen declared that the metropolitan Boston district was in even greater need of a regional plan, but that the adoption of such a plan was less certain because it depended upon "a degree of co-operation and a genius for wide and friendly organization which have not yet manifested themselves adequately." He pointed out that New York, Chicago and Philadelphia all have regional plans of great magnitude.

"The greatest need of Boston and of the metropolitan region is the preparation of a comprehensive plan to guide urban growth—what is called a master plan," he said. "It is regional in character and would have at least the extent that has been described in the papers recently for the Boston area. It is comprehensive in the fact that it includes all physical elements. There are streets and highways, parkways, parks, schools, recreation places, public buildings, business districts, ports and harbors, land subdivision, zoning, housing. And not these features, each by itself, independently and separately, but all fused and always interrelated. There is no solution, or any possibility of solution of the housing problem in the large sense, unless it includes an understanding and widespread application of a master regional plan. It is not a year to year plan; it is a plan for a longer period—in the case of Boston probably fifty years.

Not Now Up to Date

"In the planning field as in many others, Boston and Massachusetts have been leaders. But their plans and programs are not now up-to-date. Conditions have changed. Population has increased. Traffic has been multiplied. Industrial conditions have been shifted. Building materials and mtthods have been revolutionized. The airplane has come. Standards of living have been raised, and the habits of people changed. There are new demands upon city governments. With this master plan in hand, a program can be made for the execution of public projects from time to time, according to their urgency, on the sound basis of a long term financial budget."

Mr. Nolen's views were in accord with those expressed at the morning session of the conference by Flavel Shurtleff, director of the Planning Foundation of America, who said that 'public authorities of State, city and region must finance in the next ten years the greatest improvement program of any decade."

He said that the street system of the city and the road system of the country, built for the horse age, had been smothered and broken down by the avalanche of the automobile and estimated that traffic delays were costing Boston at least $250,000 to $300,000 a day.

"Traffic accidents are taking every year an increasing toll of human life. year an interesting toll of human life. Traffic must be made to move with more speed and with more safety. We shall see a brand new kind of highways where traffic will move at a speed of forty miles an hour or more without interruption. Express traffic roads with no interruption by cross traffic are bound to come, and this means grade separation, bridges, viaducts and underpasses."

Boston Street Widenings

Mr. Shurtleff then discussed the financing of such a construction program and gave illustrations to show that the cost of such improvements would be offset by the increased valuation of the surrounding property. He referred to the widening of Stuart and Province streets as examples in Boston where increased valuations were greatly in excess of the cost of the projects.

City Councilor Robert Gardiner Wilson, Jr., who was unable to address the conference as scheduled because of illness, sent a paper in which he discussed the disposal of waste by the city and strongly urged the adoption of a system of incineration to replace the present methods. Miss Laura A. Cauble, chairman of the National Conference Board on Sanitation, spoke on the need for smoke abatement in Boston and other cities. She said that the pall of smoke from industrial plants, homes and other sources was a menace to health.

Mrs. Eva Whiting White of the Boston Overseers of Public Welfare, Miss Cauble and Miss Mary Alma Cotter, deputy commissioner of the City Institutions Department, were guests and speakers at the conference luncheon at the Women's City Club this noon. Besides Mr. Nolen, the speakers at the afternoon session included Ernest S. Griffith, professor of municipal government at Harvard; Dr. A. Warren Stearns, State commissioner of correction, and Joseph Lee, president of the Playground and Recreation Association of America.

Annexation Is Topic

Dr. Thomas Harrison Reed, director of the bureau of government at the University of Michigan, aroused a spirited discussion with his address on "The Future of Metropolitan Boston" at a banquet at the Copley-Plaza Hotel last night which brought to a close the first day's session.

Dr. Reed, who is now teaching in the department of government at Harvard, said that while there was no question that cities like Boston should unite with adjoining municipalities in such matters as water supply, sewerage systems, planning and park administration and other common functions, amalgamation by annexation could not be realized because of the desire for independence of the people in the smaller communities. Administration of these functions by a State body such as the metropolitan district commission is incompatible with the theory of local self-government, he said.

Mayor Andrew A. Casassa of Revere, in a caustic reply, criticized Dr. Reed's proposal and declared that the present method of vesting power in the metropolitan district commission to perform various community functions was working satisfactorily and should not be changed. Lieutenant Governor William S. Youngman and David B. Kenniston, chairman of the metropolitan district commission, also opposed the suggestion.

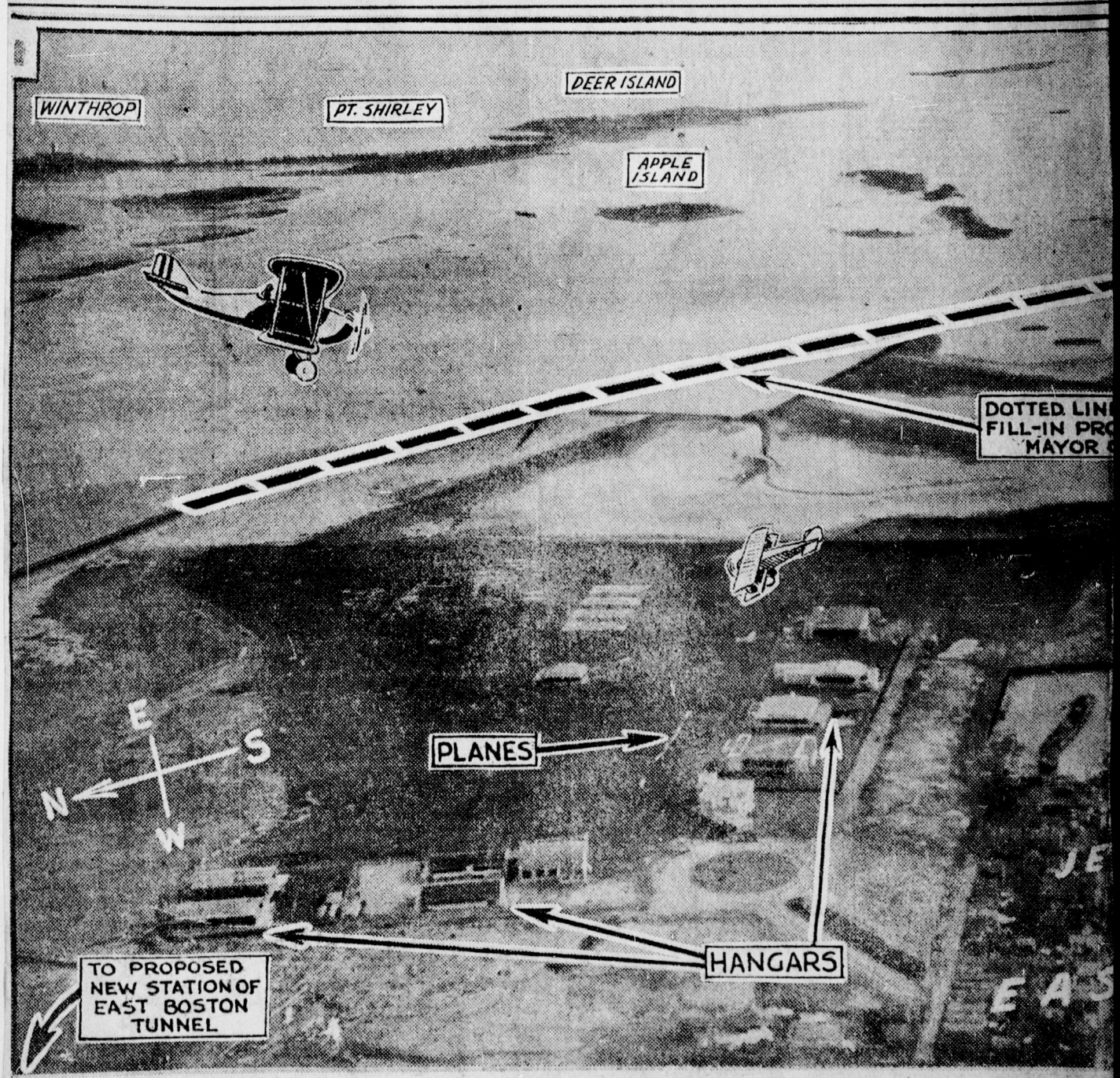
Representative Eliot Wadsworth, who spoke at yesterday afternoon's session, opposed State purchase of the Boston Elevated. He said the Elevated stock was selling for $65 to $70 a share and that it was proposed that if the public voted to buy the road it should pay $110 a share. He also said that purchase of the Elevated would add $35,000,000 to the State budget and would entail additional expense because it would bring the 8000 employees of the road under civil service. He compared a public vote to lease the Elevated at terms to be made by the stockholders to a tenant sending word to his landlord that he intended to rent his house at any terms the landlord wished to make. He said the Elevated, as a working business proposition, had an annually decreasing income because of the growing use of automobiles.

"The outcry has been," he said, "that we must have more subways, more service. I am doubtful if we can afford to build subways. We talk of spending $50,000,000 in transit when the old transit is losing its patronage."

Henry I. Harriman, chairman of the Elevated trustees, said that the Elevated was giving excellent service today.

AMERICAN 1/9/30

How Mayor Curley Plans to Extend and Impr



Picture taken by Boston Evening American photographer, from a plane furnished by the Curtiss-Wright Flying Service, of the Boston Airport and surroundings to show how the airport would appear if the proposed million-dollar improvement suggested by Mayor Curley is carried out. The c as to extend the area of need the sanction of the

Mayor Curley's announced intention to spend $1,000,000 in developing the Boston Municipal Airport will bring the port up to even terms with any other airport in the country, and when he has finished his intended development, the airport over on Jefferies Point will not only be large enough to accommodate the largest airplanes, but will be one of the few airports in the country possessing unobstructed approaches from every side.

The first thing on the program after obtaining the flats on the southeast side of the present airport from the government will be the dredging and filling of these flats, gradually extending the work out to Governor's Island. It is proposed to take over the island and establish a mooring mast on it for the dirigible traffic that surely will come with the passing of the years.

Seaplanes will also come into their own during the coming year, with adequate ramps and facilities for handling the large and small craft installed on the bulkhead nearest Maverick st., with marine railways leading down to the water at its lowest ebb, and a road made of macadam or some other substance will lead to the commercial hangars 300 feet away.

With the filling in of the marsh adjoining the airport, even before the fill is extended all the way to Governor's Island, the airport will be more than twice its present size, with runways of more than 4000 feet extending into the prevailing winds.

TRANSCRIPT 1/9/30

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Dr. Reed, who is now teaching in the department of government at Harvard, said that while there was no question that cities like Boston should unite with adjoining municipalities in such matters as water supply, sewerage systems, planning and park administration and other common functions, amalgamation by annexation could not be realized because of the desire for independence of the people in the smaller communities. Administration of these functions by a State body such as the metropolitan district commission is incompatible with the theory of local self-government, he said.

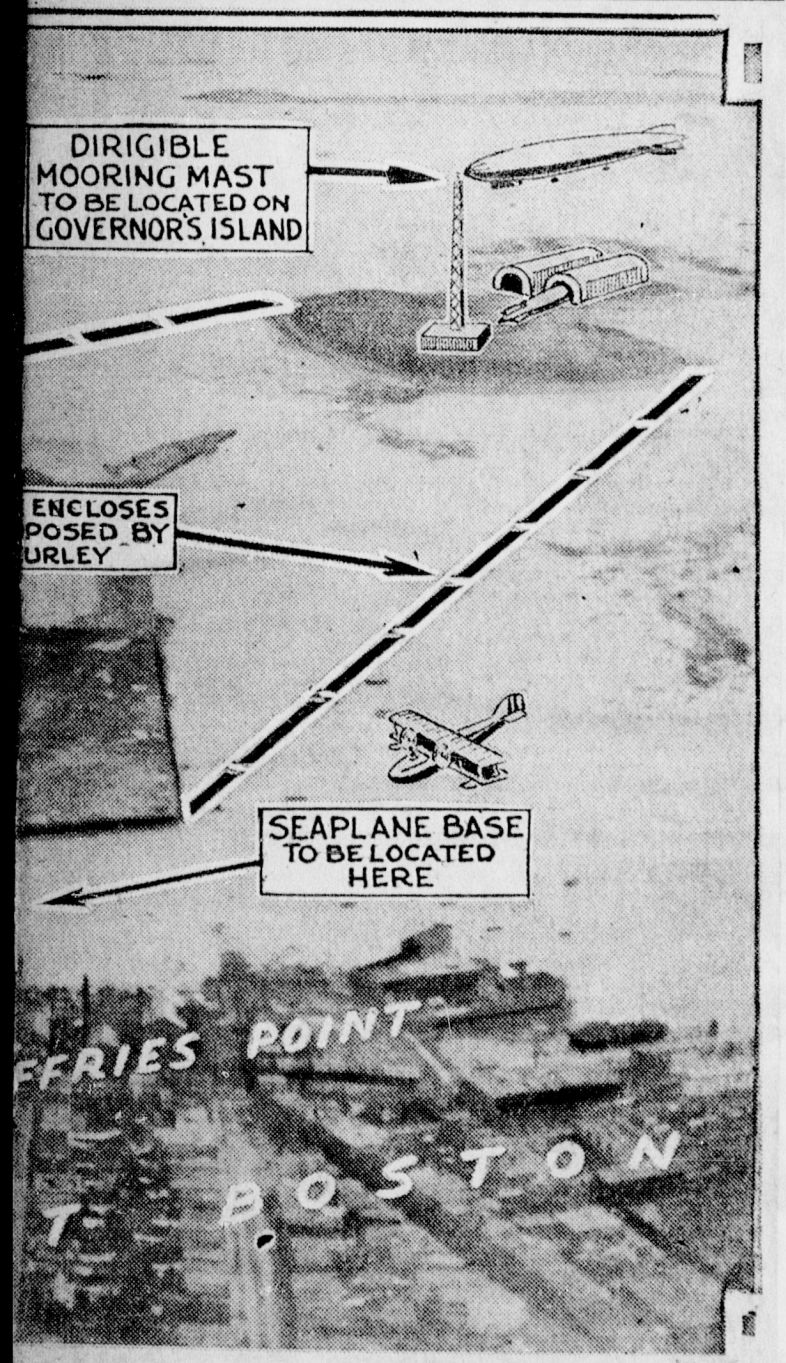
Mayor Andrew A. Casassa of Revere, in a caustic reply, criticized Dr. Reed's proposal and declared that the present method of vesting power in the metropolitan district commission to perform various community functions was working satisfactorily and should not be changed. Lieutenant Governor William S. Youngman and David B. Kenniston, chairman of the metropolitan district commission, also opposed the suggestion.

Representative Eliot Wadsworth, who spoke at yesterday afternoon's session, opposed State purchase of the Boston Elevated. He said the Elevated stock was selling for $65 to $70 a share and that it was proposed that if the public voted to buy the road it should pay $110 a share. He also said that purchase of the Elevated would add $35,000,000 to the State budget and would entail additional expense because it would bring the 8000 employees of the road under civil service. He compared a public vote to lease the Elevated at terms to be made by the stockholders to a tenant sending word to his landlord that he intended to rent his house at any terms the landlord wished to make. He said the Elevated, as a working business proposition, had an annually decreasing income because of the growing use of automobiles.

"The outcry has been," he said, "that we must have more subways, more service. I am doubtful if we can afford to build subways. We talk of spending $50,000,000 in transit when the old transit is losing its patronage."

Henry I. Harriman, chairman of the Elevated trustees, said that the Elevated was giving excellent service today.

ove the Boston Airport



ux of the matter is the filling in of the section of the harbor so
he airport to include Governor's Island, a matter that would
Var Department. sometimes quite difficult to obtain.

HERALD 1/2/30

DOUBLE-DECK HIGHWAY URGED

$100,000,000 Plan Calls for Province Street Extensions

MUCH LAND TAKING WOULD BE NECESSARY

A straightline double-deck traffic thoroughfare from Hanover street to Stuart street, parallel to Tremont and Washington streets and midway between them, which could be more accurately described as a continuation of Province street, is the $100,000,000 proposal explained to Mayor Curley yesterday by William J. McDonald and Bruce Wetmore.

Under the excess taking law, enacted many years ago, but never embraced by the city on a large scale, the proposed street level thoroughfare, 60 feet in width, with a motor traffic subway of similar width, can be constructed, in the judgment of McDonald and Wetmore, without the ultimate expenditure of any of the taxpayers' money.

The sponsors of the plan admitted that it was visionary and certain to invite opposition, but both agreed that no worthwhile project of great permanent value is ever consummated with unanimous consent of the people who are affected.

GREAT BENEFIT SEEN

The value of this $100,000,000 project to Boston far surpasses, in the opinion of Miller McClintock, the stupendous traffic relief program which has been suggested in New York to eliminate traffic congestion in the Times square and Forty-second street area and which figures to cost $500,000,000.

City officials who studied the plan recalled that in 1912 ex-Mayor John F. Fitzgerald proposed a widening and extension of Province street, northerly, and that the City Hall Annex was purposely located in the centre of the area behind City Hall so that it would not be any barrier to the consummation of the plan that did not pass beyond the suggestion stage.

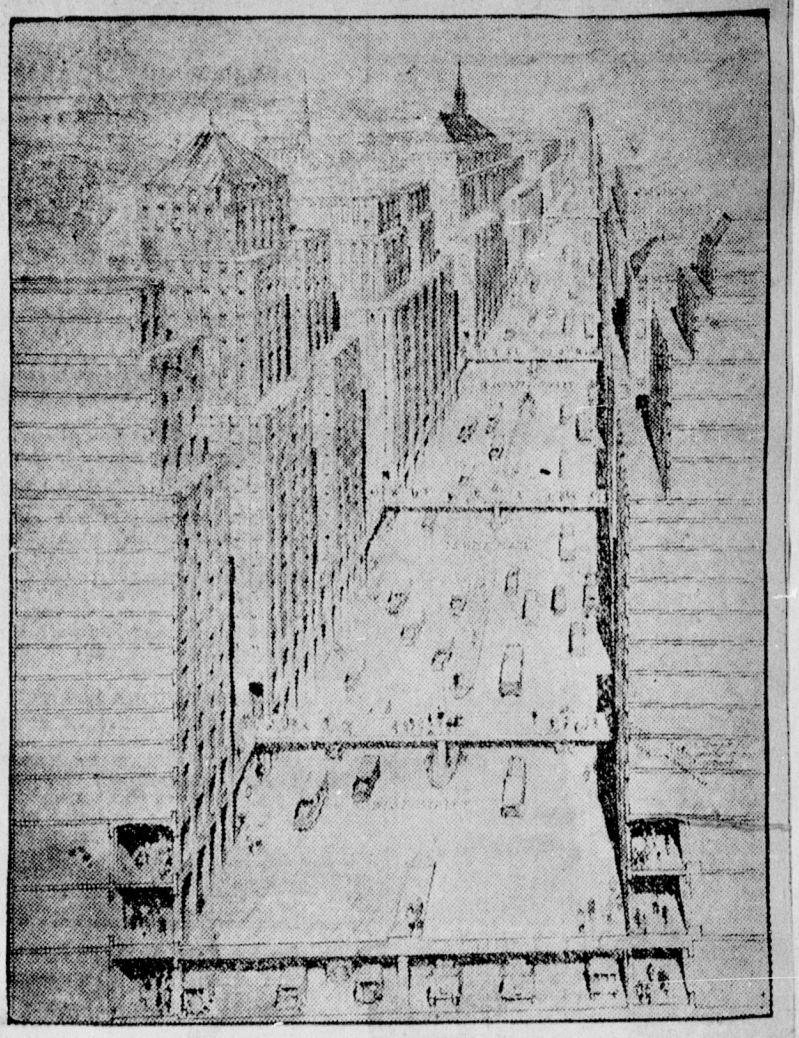
The scheme proposed by McDonald and Wetmore provides for the construction of a thoroughfare at the present level of Province street, the construction of a through traffic subway beneath that street, and for the taking by the city of 650,000 square feet of property, of which 100,000 square feet would be utilized for the thoroughfare.

This would mean the demolition of all buildings on a width of at least 200 feet from Stuart to Hanover street. McDonald and Wetmore say, however, that the only two buildings of really modern construction affected would be the Edison building on Boylston street, and the Keith Memorial Theatre.

The plan proposed also calls for the construction of a double-deck sidewalk, one at street level, the other above it on a level with overhead bridges at street intersections, so that it would be possible for pedestrians to walk uninterruptedly across streets without danger from automobiles.

It is pointed out that it would be possible from the traffic subway to enter basements of buildings or stores and to be carried to any floor by means of elevators, and that it would permit of the delivery of merchandise to the basemment of buildings, as well as providing ample parking space for several thousand automobiles.

SUGGESTED ROAD AND MOTOR SUBWAY



Sketch of proposed $100,000,000 double deck thoroughfare, with two-story arcaded sidewalks and overhead bridges at street intersections, which continuation of Province street to Hanover and Stuart streets will make possible. The above sketch is as suggested by W. J. McDonald.

Curley to Spend $6,000,000 on Street Resurfacing in Residential Districts

Of the $10,000,000 which Mayor Curley plans to expend for street work, this year, provided that legislative authority to borrow such an amount is obtained, about $6,000,000 will be apportioned to the resurfacing of streets in residential districts.

In disclosing his plans yesterday, he said that Dorchester and West Roxbury are two districts where street conditions are particularly bad. He said that there are about 50 streets in West Roxbury, and in the Ashmont district, which are "unsafe, unfit and unsuited for public travel."

He revealed his intention of concentrating upon the resurfacing of streets in these, as well as other residential districts, and he expressed the hope that after the work is completed, there will be no excavations made by public service corporations other than those which are absolutely necessary.

He announced that hereafter the commissioner of public works would confer at least bi-monthly with the engineers of public service corporations and that a definite program of street construction would be prepared in order that the work of the corporations could be planned and completed prior to the start of street construction.

HERALD 1/9/30

Conry to Seek Traffic Relief For Entire Metropolitan Area

New Commissioner Has Made Study of Conditions for 20 Years—Proposed to Make Highway of Elevated Structure on Atlantic Av.

Bringing to the post of traffic commissioner an intimate knowledge of traffic problems in Boston, obtained by a detailed study during the past 20 years, former Congressman Joseph A. Conry, appointed by Mayor Curley to that position, will consider the alleviation of congestion for the entire metropolitan district as well as locally, in accordance with the mayor's plans for a Greater Boston.

While the new traffic commissioner will make no comments or suggestions until he assumes office, adopting a "see for yourself" attitude, traffic tie-ups and delays have been a hobby with this versatile, vigorous appointee of the mayor ever since he was made a director of the port of Boston by Gov. Foss in 1911.

Born in East Boston with a heritage of a love for the sea handed down from his ancestors, Mr. Conry early studied the movements of ships in and out of the harbor and later the problems of freight transportation to and from these vessels, which sailed to the remote corners of the earth.

MUCH IN PUBLIC EYE

So it was that even when he was first appointed port director he had considerable knowledge of the problems that faced the port commission. He immediately started an intensive study of the traffic situation and paid particular attention to the routing of freight traffic between the railroad terminals and express offices.

Mr. Conry has been a lawyer for the past 25 years and also has found time to serve as alderman, member of the common council and as congressman. He has been very much in the public eye and has an intimate knowledge of municipal affairs.

A particularly outstanding proposal of his which may yet come to pass and which he in all probability still favors, was to take the practically abandoned Boston Elevated structure which runs along Atlantic avenue and make a vehicular thoroughfare out of it.

Mr. Conry made this suggestion in 1925 to the Legislature and although it was thought a little fantastic at the time, it has since received the approval of the metropolitan planning board and other traffic experts.

CONRY'S ELEVATED PLAN

Under Mr. Conry's scheme a ramp would be constructed on Causeway street at the end of the Atlantic avenue loop of the Elevated. Vehicles would go up onto the Elevated, which would be transferred into a roadbed. This would eliminate the necessity for thousands of trucks and other freight-carrying vehicles, as well as ordinary motor traffic, of going through the heavily congested Haymarket square and the heart of the city.

Other ramps would be constructed at State street, Summer street and Kneeland street, allowing entrance and egress at these points from the Elevated roadway.

Scores of other traffic suggestions have been advanced by Mr. Conry during the past decade. He was one of the original advocates of constructing an East Boston vehicular tunnel and at one time strenuously opposed building a bridge.

HAD ISLAND TRANSFERRED

He also is really responsible for the Boston airport, for while a port director in March 1913 he secured an appropriation of $3,000,000 from the board of directors to fill in all of the area at Jeffries Point which later was decided upon as an ideal site for the airport. While it will now be necessary for Mayor Curley to secure governmental approval of his proposal to annex Governor's Island to the airport, Mr. Conry had the island transferred to the city while he was a member of Congress. In the transfer at that time, however, as is customary, the government included the proviso that it could take the island back during any emergency. The government reclaimed the island during the war so it is again necessary for the mayor to obtain the transfer.

Mr. Conry has had a varied career and in 1908 was named Russian consul and served in that capacity until the overthrow of the Czar. It is a foregone conclusion that he will reorganize the traffic commissioner's force. Mayor Curley was amazed when he assumed office at the amount of money expended by the traffic department and expressed the opinion that an unnecessary number of persons seemed to be employed. The mayor, however, has full confidence in Mr. Conry and is expected to let him proceed as he sees fit.

DR. REED URGES BIGGER BOSTON

Harvard Expert Suggests Borough Plan Before Woman Voters

PUBLIC CONTROL OF ELEVATED ARGUED

A banquet at the Copley Plaza Hotel last night brought to a close the first day's session of a conference on municipal issues conducted jointly by the Boston League of Women Voters, the Women's City Club of Boston, and the Women's Municipal League of Boston.

Throughout the day and evening a group of speakers, each of them a recognized authority in his sphere, discussed such topics as the meaning of "home rule" for Boston, the citizen's part in local government, the question of private or public operation of the Boston Elevated, of municipally-owned power plants, and the proposal for a Metropolitan Boston in which cities and towns in the metropolitan area would be linked together in interests common to all.

CITIES SHOULD UNITE

Dr. Thomas Harrison Reed, an authority on metropolitan problems, director of the bureau of government of the University of Michigan, and during the present semester teaching in the department of government at Harvard University, was the principal speaker at the symposium following the dinner, when the topic for discussion was, "The Future of Metropolitan Boston."

Dr. Reed said that while there is no question that cities like Boston should unite with adjoining municipalities in matters such as water supply, sewerage systems, planning and park administration and other functions common to them all, amalgamation by annexation cannot be realized, due to the desire for independence of the people in the "satellite" municipalities. At the same time, administration of these functions by a state body such as the metropolitan commission is incompatible with the theory of local self-government, he said.

CASSASA DISSENTS

Mayor Curley, who was to be a speaker, was prevented from attending due to Mrs. Curley's illness. Miss Elisabeth M. Herlihy, secretary of the city planning board of Boston, represented the mayor, and pointed out that Dr. Reed's plan was essentially along the lines laid down by the city's chief executive in his inaugural. Mayor Andrew A. Cassasa of Revere, speaking informally, caustically criticised Dr. Reed's proposal and declared that the present method of vesting power in the metropolitan district commission to perform various community functions is working very satisfactorily and should not be changed.

Other speakers included Lt.-Gov. William S. Youngman and Andrew J. Peters, former mayor of Boston.

The sessions during the day were held at the Twentieth Century Club, with a luncheon meeting at the Women's City Club. At the afternoon session, Henry I. Harriman, chairman of the trustees of the Boston Elevated and Representative Eliot Wadsworth discussed the question of continued public control of the Elevated, its purchase outright, or its return to private management.

The question, "Should a City Own Its Electric Power Resources?" was discussed by Prof. Philip Cabot of the Harvard business school and by John H. Fahey of Worcester.

HERALD 1/9/30

CURLEY WARNS AGAINST DELAY IN BIG PROJECTS

Serves Notice Grafting Will Lead to Summary Ousting

STARTS PROBE OF SALARY INCREASES

M'Laughlin Named Fire Commissioner—Lomasney Gets Hearing

By JAMES GOGGIN

Mayor Curley, moving with typical swiftness, yesterday at City Hall, brought the entire municipal service to attention with a series of unexpected orders and notices, several of which were sensational in their implications. Chief among them were these:

1—Edward F. McLaughlin was appointed fire commissioner in place of Eugene C. Hultman, resigned, and Mr. Hultman was at once appointed building commissioner. Both appointments must be confirmed by the civil service commission, but Mr. Hultman was named acting building commissioner so that he could take over his new work at once.

WARNS AGAINST DELAY

2—After learning that private building construction involving a total expenditure of $8,000,000 will begin at once, the mayor announced that he would deal summarily with any city official or employe who unnecessarily or improperly delays such work. This was plain notice that petty or large grafting will cause discharge of those attempting it.

3—Every city department head late yesterday afternoon received a letter from the mayor commanding him to report personally and promptly all changes in rating, salary increases and appointments made in his department since Nov. 1. This was in line with the mayor's warning before he took office that he would revoke important personnel changes in the last days of the Nichols administration.

4—The street commission, after hearing from the mayor's office, decided to hear next Wednesday the protest of Martin M. Lomasney and others against its action in granting a permit for a gasoline filling station at Nashua and Minot streets, West end. Lomasney charges that this was rushed through without notice to punish him for opposing the Nichols plan for the East Boston vehicular tunnel and is confident that it will be revoked.

HULTMAN APPOINTED

The uncertainty about the future of Fire Commissioner Hultman was ended when Mayor Curley accepted his resignation, effective on the confirmation of his successor, ex-Senator Edward F. McLaughlin, and then named him acting building commissioner and also appointed him to the same office.

His delegation as acting building commissioner to fill the position vacated when Louis K. Rourke was made superintendent of schoolhouse construction, authorized him to assume charge of that department immediately, and pending the action of the civil service commission on the appointment of McLaughlin, he will continue in charge of the fire department.

The action of the mayor was a distinct surprise and he again upset the predictions by the transfer of Hultman from the fire department. In commenting on his action, the mayor said that after reading the report of the committee on fire insurance rates submitted to ex-Mayor Nichols last week, he learned that one basis for criticism was the conflict among the building and fire departments and the state fire marshal and he had reached the conclusion that Commissioner Hultman was so well informed about the relationship between the building and fire departments that he considered him an available man for building commissioner. The mayor mentioned that Hultman is a graduate of the Massachusetts Institute of Technology. On informing Hultman of his appointment as acting building commissioner, the mayor instructed him to begin immediately the codification of the building laws so that they will conform with the changes which are considered.

Four other appointments were made to positions in the municipal employment bureau which has been under the supervision of Herbert E. Ellis of the rent and housing committee which Mayor Curley has ordered abolished.

He named John J. Shields director, at $3000 per year; Augustus P. Seaver and Melville R. Eastman clerks, at $2000, and Roy J. Dasher clerk, at $1600. Shields is a brother of the late Luke Shields, who organized the bureau during the previous Curley administration.

The mayor's warning in connection with building construction developed when he told representatives of public service corporations planning the new buildings that "if there is any holdup by an official or inspector which is not regular and proper, sent a note to me and I will immediately take care of the matter and of the official."

"After a vacation of four years during which we may have become a little careless," the mayor continued, "I can assure you that we will return to the policy of co-operating with any plan that means benefit to Boston."

ADDRESSES COMPANY

The mayor digressed from his conference with representatives of the Western Union Telegraph Company, from whom he obtained promises to extend greatly, if not double, the mileage of underground conduits scheduled to be laid this year, to speak briefly on contemplated building construction.

He intimated that there has been unnecessary and unjustified interference with such projects, and cited the delay in connection with the erection of an addition to the Atlantic National Bank building in Postoffice square as an example of avoidable troubles.

"The Western Union Telegraph Company," he said, "is to erect a new building at Congress and High streets which will cost $3,000,000, and I wish to say to the representatives of that company that if any delays are encountered which are not thought to be regular and proper, I will deem it a favor to be told immediately."

The Edison company is to spend $900,000 for a new building on Tremont street, and the contracts will be awarded soon. The New England Telephone Company's new building at Chardon and Cambridge streets will cost $2,000,000, and the mayor was assured that work upon this project will be started immediately, and that the company will do all possible conduit work and will co-operate to the utmost with the mayor.

ASKS BUILDERS' AID

The Atlantic Bank building addition will cost $1,000,000, the mayor said, with another expenditure of a similar amount within the next 18 months.

His invitation to builders to inform him of the conduct of officials which is not considered to be in strict conformity with their municipal responsibilities was interpreted as a warning to all city employes that evidence of wilful misconduct will lead to their summary removal.

Fire Commissioner Hultman made known the list of streets where all overhead wires will be placed underground this year and submitted to the mayor a supplementary list of more than 21,000 linear feet which he suggested will double the mileage that is contemplated under the law.

The mayor told the corporation representatives that he will ask the council Monday to waive the ordinance prohibiting the opening of streets before March 15 and added that the damage to the roadbed need not be looked on as of particular consequence. His primary objective is to furnish employment to men who are in need of work.

He also announced in connection with the Atlantic National Bank building addition, that he will present an order to the city council, Monday, recommending the sale to the bank of a portion of Bath street at a price of $30,000. The bank has been attempting to purchase the land for more than a year, but without being able to secure favorable action by the city government.

to develop at the hearing next Wednesday in the City Hall before the street commissioners who last night decided to hear on that date at 11 A. M. the petition of Martin M. Lomasney for revocation of a permit granted during the Nichols administration to Gladys P. Besarick, a stenographer, for a gasoline filling station at Nashua and Minot streets in the West end.

Miss Besarick is said to be a stenographer in the office of former Asst. Dist.-Atty. William I. Schell and Lomasney charges that both represent political interests allied with the Nichols regime and because of this alleged influence the street commission granted the permit in the last stages of the Nichols regime.

Lomasney and other remonstrants claim that the permit was granted secretly or at least that they were not legally or officially notified of the hearing of the petition for the permit.

Friends of Lomasney were jubilant last night over the turn of events

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and they believed that mayor Curley personally interested himself in the situation on behalf of the West end leader.

Lomasney will take the opportunity at the hearing to attack again the Nichols-Harriman East Boston tunnel plan. Lomasney contends that there are many "angles" to the tunnel plan which have not seen the light of day. Just what these issues are he refused to make known last night, but he promised that if he is given half a chance he will make some interesting reading.

Many remonstrants against the permit have promised to be on hand in full force to support Lomasney.

James T. Fitzgerald, brother of former Mayor John F. Fitzgerald, is the nearest abuttor and also asserts that he did not receive notice of the hearing on the petition for the permit. He is keenly interested in the issue because if a filling station is erected it would be on land near Fitzgerald property. He contends that it would be a fire menace.

RETH FIRE MARSHAL

John W. Reth of Boston, commissioner of soldiers' relief under Mayor Nichols and former state commander of the American Legion, was nominated yesterday by Gov. Allen for the position of state fire marshal, a vacancy created by the recent death of George C. Neal. His name will go to the executive council for approval.

Reth has served as commissioner of soldiers' relief since last February, when he was appointed to fill the vacancy created by the resignation of John J. Murphy, who became an assistant district attorney. He will continue to serve as commissioner until his recently appointed successor qualifies for the office. Reth submitted his resignation to Mayor Curley Monday, and John J. Lydon was named in his place.

The appointment of Mr. Reth came as somewhat of a surprise and, according to reports at the State House, was not particularly pleasing to former service men. A native of Maryland, he came to Boston shortly before the war as manager of the construction company that built the City Club and the Wentworth Institute.

The re-appointment of William C. Adams as director of the division of fisheries and game did not come up before the council for action, but no special significance was attached to that at the Governor's office.

Other nominations made by the Governor for subsequent submission to the council were Charles H. Chase of Northampton as public administrator to succeed Warren M. King, resigned; George A. Mossman of Gardner as associate medical examiner in the 2d Worcester district to succeed Herbert W. Ellam, who was promoted; Thomas H. Kirkland of Springfield as master of chancery, a re-appointment, and Frank E. Lewis of Nantucket as medical examiner of Nantucket county, another re-appointment.

RANKING DEMOCRAT

McLaughlin Former Leader in House And City Committee

Edward F. McLaughlin, named fire commissioner yesterday by Mayor Curley, was born in this city June 6, 1883. Following his graduation from Mechanic Arts high school he entered a business life, dealing in real estate and insurance.

He first held public office when he was elected to the House in 1913 as representative from the South end, where he resided. He was re-elected twice, and in 1915 became titular leader of the Democratic party in the House by virtue of his nomination to the speakership for the party. Because of his position as the Democratic floor leader he was placed on the important committee of rules by Speaker Cox.

He was elected to the Senate in 1916 and re-elected the following year. In 1916 he was elected president of the Democratic city committee with the support of Mayor Curley, and held that post for two years. In 1920 he was elected to the city council.

He married Miss Helen C. Kane of 47 East Concord street in 1917.

HERALD 1/9/30

THE TRAFFIC COMMISSION

The duty of Joseph A. Conry, who will succeed William A. Fisher as Traffic Commissioner of Boston, is to squeeze three or four pints of traffic into a quart measure. Our streets are too few, too crooked, too narrow, too short to the block, but they are the only streets we have. Commissioner Conry must try to accommodate these horse-and-wagon, six-miles-an-hour thoroughfares to the needs of hundreds of thousands of motorists to whom a 20-mile-an-hour speed is just dawdling. His is one of the most important and most difficult tasks entrusted to any member of the administration, and he will probably discover that his work in other years as Councilman, Alderman, Congressman and Port Director was comparatively a holiday diversion.

Mayor Curley, although inclined to believe that the Traffic Commission is unnecessary, is going ahead on the theory that it deserves a fair trial. The enforcement of a vigorous policy by Mr. Conry will probably show that such a body is one of the key branches of a progressive municipal government. The Street Commissioners did extremely well, but there were so many conflicts of authority that it wasn't possible to have a well-defined, consistent, long-distance policy. The new Commission, for the creation of which ex-Mayor Nichols deserves credit, includes the Police, Park, Public Works and Street Commissioners. This makeup insures, or ought to under a vigilant Commissioner, complete co-ordination and a better utilization of our meagre facilities than we have ever had before. Our traffic problem is not yet at a peak. It calls for that broad-gauged consideration which Mayor Curley has asked for in the handling of our other difficulties. Commissioner Conry has a most unusual opportunity to do a valuable bit of constructive work—and we don't envy him his assignment.

HERALD 1/9/30

CURLEY URGES TRADE REFERENCE LIBRARY

The establishment of a trade reference library in the Boston continuation school on Common street, patterned after the internationally known mechanical reference library in Detroit, has been suggested to the library trustees by Mayor Curley.

He is anxious to have reference books relative to the various trades and mechanical industries available to the pupils of the continuation school, and to the public, and he has advised an early conference of the trustees, the school committee, superintendent of schools and board of schoolhouse commissioners to consider the adoption of a definite program.

HERALD 1/9/30

WHITING COMMENDS CURLEY TRANSIT PLAN

Edward E. Whiting, trustee of the Boston Elevated, at a meeting of the United Improvement Association last night at the City Club, commended the spirit of Mayor Curley in attacking the problem of improved transportation for the district. Although only in office less than a week, Mr. Whiting said, a meeting is scheduled for today, at which the mayor will learn of the various schemes.

He pointed out that a greater measure of good will on the part of the car riders and general public toward the El will go a long way in their understanding the problems which the company faces, and he expressed the hope that this good will would continue to be manifested.

HERALD 1/10/30

TO EXTEND THE SUBWAY WEST OF GOVERNOR SQ.

1/10

Mayor and Harriman Agree—Towns and Cities To Bear Any Deficit

LEGISLATION WILL NOW BE NECESSARY

Curley Gains Point as to Rental Fee to Be Paid To Boston

The possibility of the extension of the Boylston street subway to points just beyond Governor square, Commonwealth avenue and Beacon street, was enhanced yesterday by an agreement reached between Mayor Curley and Chairman Henry I. Harriman of the Boston Elevated trustees.

This plan would remove all surface cars from Gevornor square.

The proposal in which the two officials are in accord, provides for the subway extension out Commonwealth avenue to Blandford street, the first street west of Governor square, and out Beacon street to a point just east of the Boston & Albany railroad bridge. It further provides that any deficit caused for the added rental fee of 4½ per cent. of the cost of the extensions be assessed upon the 14 cities and towns served by the road.

In order to carry out assessment provisions, special authorization by state legislation will be necessary and Chairman Harriman and Corporation Counsel Samuel Silverman have been requested by Mayor Curley jointly to draw up the necessary petition to present to the state Legislature.

PROVISION FOR DEFICITS

Under the public control act of 1918, the public trustees are compelled to provide for deficits by raising the car-rider's fare. The 1925 Legislature passed an act authorizing the Elevated trustees, with consent of the directors of the road, to construct the short extensions of the Boylston street subway as now proposed by Mayor Curley and Chairman Harriman, the Elevated to pay the customary rental of 4½ per cent. of the cost of construction.

The Elevated trustees and directors have declined to avail themselves of the authorization, however, contending that the added rental charges would result in a deficit and a consequent increase of fare.

The agreement between the mayor and the Elevated trustees' chairman came about at a conference yesterday afternoon in the mayor's office at which all but one of the trustees were present. At the outset the trustees argued that the road should be charged a rental of 2½ per cent. of the cost of construction in order to eliminate a possible deficit.

Mayor Curley expressed the opinion that the city should receive a rental fee of 4½ per cent., as it receives on the other subways rented to the Elevated. Both the trustees and the mayor agreed that a deficit should not be levied on the car-riders. Both agreed on the short extension of the subway which would relieve the present traffic congestion in Governor square.

FOR THIS CASE ONLY

While Mayor Curley wants the assessment on the 14 cities and towns served by the Elevated for deficits resulting to the road from any extensions for rapid transit, Chairman Harriman agrees to this assessment plan only in the case of the Governor square extension.

While Mayor Curley and Chairman Harriman are in apparent agreement on this particular proposition, the other Elevated trustees present did not commit themselves and no action has been taken by the trustees. In fact the trustees in the past have always opposed any plan providing for a deficit, taking the position that some plan should be adopted that would prevent a deficit.

In addition the directors of the Elevated and the state Legislature are yet to consider the proposal. From past attitudes of both little hope for their agreement to the plan can be entertained. Senators and representatives from districts not directly benefited by the Boylston street subway extension will have little incentive to favor legislation saddling assessments on their communities.

The various planning boards, transit commissions and other participants in yesterday's conference agreed with Henry I. Harriman's declaration that the transit department plan for the Boylston street subway extension merits acceptance. It provides for sidewalk entrances to the lobbies connected with the station platforms and the construction of an underground transfer station at the present Kenmore station, and is so designed that it will tie in with any extensions that may be made in the future.

The question of rental furnished basis for discussion which culminated in Mayor Curley's statement that he firmly believes as he did in 1918 that street car transportation should be considered a municipal essential, as water, sewer and hghway service, and that the district served by any road, instead of the car riders, should be compelled to bear any operating deficits.

"ON THE RAGGED EDGE"

Mr. Harriman said that the Elevated could not assume another fixed charge of $135,000, the rental of a subway extension constructed at a cost of $3,000,000 without the probability of a fare increase. "We are on the ragged edge of an increase of fare now," he said. "Riding is decreasing instead of increasing. There was a decline of $700,000 in riding last year and we cannot consider taking on any more subway rentals if the additional rental is to imperil the present fare. I think that the mayor, the directors and the trustees can reach an agreement. We can obtain legislation in 30 days."

Mr. Harriman called attention to the need of eliminating traffic tieups at the Cottage Farm bridge on Commonwealth avenue and suggested an overpass for both trolley and motor traffic which he said would be inexpensive. Mayor Curley expressed fear that it would be unwise to tie this project with the Governor square subway extension but said that it could be considered later.

Mr. Harriman also recorded the Elevated trustees as favorable to extension of rapid transit facilities under Huntington avenue to Brigham circle or to the Brookline line, to Brighton avenue, Allston, from Maverick to Day square in East Boston and toward Somerville but the question of expense is the unfavorable factor. Mayor Curley expressed agreement with such extensions but called attention to the advisability of awaiting the decision this year of the voters on public ownership of public service corporations, before seriously considering projects that are not immediate needs.

During the Governor square discussion, William J. McDonald offered a plan of an overpass for automobiles on Commonwealth avenue. Chairman Frederick H. Fay of the city planning board predicted that such a traffic way will eventually be necessary but the immediate need is slight if the subway extension is made.

The underpass at Commonwealth and Massachusetts avenue was unanimously endorsed and the plan described by Chairman Thomas F. Sullivan of the transit board provides for a tunnel which will utilize much of the parkway between the roadways. Park Commissioner William P. Long accepted the plan and Mayor Curley announced that he will ask the city council to pass the necessary orders Monday.

HAYS PRESENTS VIEWS

While the conferees in the mayor's office were discussing the short extension plan of the Boylston street subway, Representative Martin Hays of Brighton presented his own views on the subject in a bill he filed with the clerk of the House. His bill adopts no half-way measure. It provides for the extension of the subway from Kenmore station under Commonwealth avenue to Brighton avenue, there dividing into two tunnels, one continuing under Commonwealth avenue to Chestnut Hill street and under the latter street to Cleveland circle, and the other continuing under Brighton avenue to Union square, Allston, and thence to Newton corner, definite route to be determined by the Boston transit department, whom he designates to construct the subway extension.

Representative Hays's bill provides that the cost of construction be paid by the cities of Boston and Newton and the town of Brookline and the owners of properties adjacent to the subway extensions specially benefited as determined by the Boston transit department. It also requires in advance of starting construction, leases by the Boston Elevated of the extensions, the Elevated to pay to the two cities and one town annual rental sufficient to provide an amount of one-half of 1 per cent. of the net cost of construction in addition to the annual amount of interest on the bonds to be issued in payment of the net cost.

It was learned last night that Mayor Curley planned to take up the East Boston tunnel proposal without delay and since he is fully cognizant with the transit commission plan it is predicted that there will be no great delay in bringing about action.

It is understood that the mayor will deal with the plan himself. The tunnel project is one of the many major projects which confronts his administration.

HERALD 1/10/30

Curley Acts to Plug City Treasury Leak Caused by Overtime Wages

Unnecessary overtime work in city departments will be stopped immediately by Mayor Curley, perhaps by the return to the policy in vogue in his previous administration of granting compensatory time off in lieu of payment for overtime employment.

The submission to the mayor yesterday of overtime payments for the past week in the highway division, paving service, sewer division, sanitary service and bridge and ferry service of the public works department, aggregating $5000, spurred him to quick action.

"Such an average," the mayor said, "means an expense of $250,000 per year for overtime work, much of which I feel can be averted. We can expend this money very easily in providing employment to men in street construction work."

He faced a similar situation four years ago and brought the overtime payments to about $500 a week by making effective the compensatory time off scheme.

In the water service division overtime has been paid to emergency men on eight-hour shifts.

The mayor asked Budget Commissioner Fox to report to him within 48 hours payments for overtime in each of the past five years. He also informed Fox that the budget requirements for 1930 submitted by department heads, will, if approved, increase the cost of department maintenance $4,000,000, a sum which the mayor believes is difficult to justify in view of existing conditions.

"In my opinion," he wrote, "the time has arrived to check unwarranted and unjustifiable customs that have been permitted to develop." He added that the information he asked is desired "so that steps may be taken to plug what appears to be an unwarranted leak.

HERALD 1/10/30

NAMES 3 NEW SINKING FUND COMMISSIONERS

Three new sinking fund commissioners were named by Mayor Curley yesterday. His close friend, Edmund L. Dolan, chairman of the commission during the previous Curley administration, was appointed in place of Eliot Wadsworth, who has held the chairmanship. William Spottiswoode was named to succeed Walter E. Wragg, and Samuel Kalesky will take the place of Abraham E. Pinanski.

HERALD 1/10/30

Press Agents to Be Barred From City Hall by Curley

Mayor Will Be Too Busy with Official Affairs to Take Time to Present Key to Boston to Every Sweet Young Thing Who Needs Publicity

By THE HERALD'S ROVING REPORTER

Alas, sad news is in store for those modern disciples of the thumping typewriter and the talkative tongue; for the stern word has emanated from the office of Boston's new chief executive that press agents, ballyhoo artists and publicity promoters will receive a cool greeting—if any—unless they are calling to discuss strictly official business.

No more, 'tis said, will charming Clara Closeup smile sweetly at his honor while he welcomes her to the city—for the benefit of bigger and better box office receipts and the dear old public. Gone are the days, it seems, when Stephen Steadfast, that great lecturer and explorer, will scamper into Boston on the crest of a gigantic ballyhoo wave to receive a key to the city from the mayor.

Indeed, those hard-working and thinking gentry who find it their duty to let the public in on every coming attraction and amusement have fallen upon evil days. If the rumor is true that the mayor will turn thumbs down on any professional "stunt" in which he would be a chief character, it is serious business for them.

In the past the mayor's office has been a regular oasis for harrassed press agents whose ideas were running low. It was always good for a picture or two and some news space if the mayor could be induced to pose with some sweet young thing or shake hands with a celebrity. The autographed photograph of the mayor or the key to the city also were good selling assets in newspaper offices.

Now, however, Mayor Curley has determined that he will be busy enough every day interviewing persons on city business and taking care of the numerous details which are his lot without taking time out to help promote some publicity campaign.

But while the propaganda providers may occasionally go down they never go out and if it is true that the doors of City Hall are heavily barred against them, those ingenous gentlemen who weave fantastic tales about everybody and everything, may be expected to find some method of picking the lock. After all a press agent may have started this story to get some publicity.

Should you in the future take a stroll down School street and see somebody scaling the front wall of City Hall, do not mistake him for a human fly, perhaps he will be just a determined press agent trying to do a One-Eyed Connolly into the mayor's office.

Other resourceful publicity pushers may resort to costume shops and don disguises if they have worn out their welcome. The great difficulty, however, will be in smuggling in the "artists." Ah, well, for some it is a rough old world and for the poor, perspiring press agents there is many a bump in the road from obscurity to fame for their proteges.

HERALD 1/10/30

Curley and Bauer Agree First Time, Shake Hands

Mayor Curley and former Mayor Bauer of Lynn found themselves in agreement yesterday. As it was the first time that the Boston mayor remembered that they had agreed about anything, he left his desk, walked across the mayor's office and shook the hand of the former Lynn mayor.

Mayor Curley had expressed the belief that any deficit in the operation of the Elevated should be borne by the district served by the road and not by the car-riders. "I'm in complete agreement with you," said ex-Mayor Bauer.

I'm glad," replied Mayor Curley, "that you and I agree for once and I want to shake your hand."

Post 1/10/30

Soldiers of All Wars Will Be Equally Honored

NEW BRIDGE IS PART OF GIGANTIC SCHEME

Formal Report Will Be Given Governor Very Soon

This State's memorial to its soldiers of all wars will be a beautiful and imposing structure, built upon an island constructed in the Charles River Basin at the Harvard bridge, if the special commission appointed by Governor Allen to recommend a fitting memorial to the veterans of the World war, has its way.

The commission, it was learned by the Post last night, has agreed upon this recommendation. Its members plan to submit a report to the Governor in the immediate future. At present the report is being whipped into shape and the members of the commission are waiting until it is in proper form to affix their signatures.

It is known that the commission favors a memorial that will be structural, but not utilitarian—a memorial that will be inspirational. The commission would have it embody the ideals of the American soldier and stand out as a memorial to all Massachusetts men who have offered their lives for America. It is understood that the members of the commission feel that a utilitarian structure might cause the object of the memorial to be confused in later years.

The suggested memorial would cost millions of dollars—at least two millions and probably more. This island would divide the Charles River—the river flowing on its both sides.

Although the commission was appointed to consider a memorial for the veterans of the World war, it is understood that the commission feels that the proposed memorial should be for the veterans of all wars.

The idea of an island in the Charles River is by no means new, nor is the thought that a soldiers' memorial should be constructed on an island in the Charles River.

In 1920 a committee appointed by Mayor Peters to consider a war memorial for Boston's soldiers made a similar recommendation. That committee estimated that it would cost a million dollars to construct the proposed island and another million to construct the memorial itself.

Studied All Plans

The present commission had all of the past reports on war memorials before it. It held hearings and made careful studies of all of the plans and suggestions presented to it. Finally, it is understood, it came to conclusions very much along the lines of those of the commission named by ex-Mayor Peters during his term in City Hall.

Need for the replacing of the Harvard bridge was taken into consideration by the Peters Commission. In fact, its conception of a memorial island was based upon this necessity. It was felt by the Peters Commission that the proposed memorial should be on a site that would be conspicuous and yet not too expensive of itself. It is understood that the present commission feels that the Charles River basin would not only afford such a site, but that it would permit a structure of imposing height that would increase the beauty of the basin.

The present commission has for its chairman Colonel William Eaton of Pittsfield. Its members include General Clarence Edwards, General Edward L. Logan, General John H. Sherburne, ex-Senator Eben S. Draper, John W. Reth, former commander of the American Legion of Massachusetts; Joseph Hanken, former commander of Veterans of Foreign Wars; General Thomas F. Foley and Charles McCarthy, department commander of the United Spanish-American War Veterans.

Time Off Instead of Overtime Pay in Future

Time off instead of extra pay for overtime will be the order during the next four years at City Hall, Mayor Curley announced yesterday in ordering his financial experts to stop "unwarrantable leaks on the treasury."

This action was taken after the Mayor approved overtime expenses amounting to $4000 for the final week of the preceding administration, revealing that double emergency eight-hour shifts had been kept on duty waiting for a leak in the water system.

Water department officials not only held the regular emergency forces which are always available in the city yards, but then kept the permanent personnel on duty for extra time waiting for possible breaks in the mains. The bills for overtime from four other city divisions were also unusually high.

In a communication to Budget Commissioner Charles J. Fox, the Mayor requested "information within 48 hours regarding the overtime payments during the past five years, in order that steps may be taken to plug what appears to be an unwarranted leak."

YOUNG CURLEY SOME RUNNER

Just Nosed Out in "300" at Triangular Meet

Mechanic Arts took the lead in the triangular meet against Latin and Commerce yesterday at the East Armory and packed up 50 points while Latin was getting 44 and Commerce 38. Latin won two hurdles and Commerce won a pair of firsts in the dashes while Mechanics won the intermediate dash, senior hurdles, 176 junior, 220 yards intermediate and 600 yards intermediate.

Young Davids of Latin was given a surprise in the 220 when he ran in a rather unconcerned manner and was given a trimming down the home stretch. Young Curley, the Mayor's son, made a brave fight for honors in the 300 for Latin but was nosed out by Lawrence and O'Brien, a pair from Commerce.

The summary:

SENIOR EVENTS

50-yard dash—Won by Kulesco, C.; second, McDonald, M.; third, J. Cohen, L.; fourth, Hardy, M.

50-yard hurdles—Won by C. Hunt, M.; second, C. Lichtenstein, L.; third, Johnson, M.; fourth, Katze, L.

300-yard dash—Won by Lawrence, C.; second, O'Brien, C.; third, Curley, L.; fourth, Hakenson, M.

600-yard run—Won by Titus, L.; second, Garron, C.; third, Connell, M.; fourth, Callahan, C.

1000-yard run—Won by Desmond, C.; second, Lawler, L.; third, Prigken, L.; fourth, McKievnan, M.

INTERMEDIATE EVENTS

50-yard dash—Won by Ryan, M.; second, Varnum, C.; third, Pollack, L.; fourth, Cady, M.

50-yard hurdles—Won by Brady, L.; second, Flaherty, M.; third, Hines, C.; fourth, Robinson, C.

220-yard dash—Won by Johnson, M.; second, Keller, L.; third, Davids, L.; fourth, Coures, M.

600-yard run—Won by T. Ryan, M.; second, Andelman, L.; third, Doolan, C.; fourth, Hazil, C.

JUNIOR EVENTS

50-yard dash—Won by Watson, C.; second, Sabbey, M.; third, Resnick, L.; fourth, Connolly, M.

50-yard hurdles—Won by Timmons, L.; second, Clauson, M.; third, Desimone, M.; fourth, Ryan, L.

176-yard run—Won by O'Connor, M.; second, Landvigan, L.; third, Keyo, C.; fourth, Sullivan, M.

GLOBE 1/10/30

CONGRATULATES COL EATON ON WAR MEMORIAL PLAN

Col William Eaton of Pittsfield, chairman of the State Commission for the creation of an island in the Charles River and erection thereon of a memorial to the veterans of the World War, is in receipt of a congratulatory letter from Mayor Curley on the matter.

In 1922, Mayor Curley appointed a committee, of which Ex-Mayor Andrew J. Peters was chairman, and the 200 representative men and women suggested a similar memorial project for the Charles River.

The Mayor's letter is as follows:

"I beg to congratulate the State Commission which you have the honor to be chairman of, upon the decision arrived at with reference to the memorial to the veterans of the World War.

"The creation of an island in the Charles River and the erection thereon of a beautiful and worthy memorial will serve a more useful purpose in this particular section of Massachusetts than if located in any other place.

"Seekers of knowledge either at Harvard University, Harvard School of Business Administration, Massachusetts Institute of Technology, Boston University, Radcliffe, or the many other educational centers to which come trooping annually from every corner of the earth future women and men who at some time may be required to play an important part either in the life of America or of the world, may derive inspiration from the story which the majestic beauty of the memorial will impart to them.

"The decision of your commission is admirable; early action will be commendable."

WILL "PLUG THE LEAK" IN OVERTIME EXPENDITURES

Overtime payments to certain city employes, the subject of a communication yesterday of Mayor Curley to the Budget Commission, today brought forth some figures from Charles J. Fox, Dudget Commissioner.

According to Mr Fox's communication, the overtime bill in 1925, Mayor Curley's last year in office, was $146,705.07. Mayor Curley this morning explained that those figures were actually for an "11-month year," because in 1925 steps were taken to have the year begin on the first Monday in January, rather than February, in order to shorten the gap between outgoing and incoming administrations.

He said that on a 12-month basis the overtime charges were approximately $160,000. Under the last administration the payments were $335,897.75, $327,438.53, $294,395.04 and $372,947.24, for 1926, '27, '28 and '29, respectively.

Mayor Curley plans to "plug the leak," expressing the opinion that the money might be more advantageously spent on streets and other work in line with easing the unemployment situation.

AMERICAN 1/10/30

1/10 Between the Lines

If we were engaged in erecting buildings and in similar construction enterprises in Boston we would feel mightily pleased at the assurance given by Mayor James M. Curley at his conference with public service representatives Wednesday that the municipal administration will brook no improper interference with construction work.

What the mayor promised was that, if there should be "any attempt at holdup by any city official or building inspector," the mayor desired to be informed and he would take prompt care of the situation.

The inference between the lines was not obscure. Some of the morning newspapers stated plainly that the mayor meant no graft interference with building projects would be permitted.

The city needs all the construction projects possible. Labor needs the employment they provide. Capital needs the investment outlet.

Any irregular and unwarranted interference with the interests which are able and ready to add to our local building program, and thereby manifest most practically their confidence in the community, is not to be tolerated.

GLOBE 1/10/30

CURLEY SHUTS DOWN ON OVERTIME OUTGO

Acts After Jan 6 Total Amounts to $5000

Declaring that overtime payments for the week ending Jan 6 amounted to about $5000, whereas in the last Curley administration they were about $500. Mayor Curley yesterday wrote a letter to Budget Commissioner Charles J. Fox seeking information "so that steps may be taken to plug what appears to be an unwarranted leak."

One of the requests received by Mayor Curley was for overtime payments in the Water Department amounting to $1000, for the week ending Jan 6. The reason assigned was the employment of emergency men on eight-hour shifts and overtime to take care of any breaks in the water system.

Mayor Curley went on to say that men sat around getting overtime while waiting for some break for them to work on. The overtime group was in addition to an emergency crew. Mayor Curley expressed the opinion that the money could be expended to better advantage in supplying employment in street repair. He said the overtime was a jump of about 700 percent from his last administration.

The communication also referred to overtime requests of $600 from the highway division, paving service; $1995 from the sewer division; $1228 from the sanitary service; and $7979 from the bridge and ferry service.

AMERICAN 1/10/30

EXTENSION OF SUBWAY LOOMS TO AID TRAFFIC

Following a conference in the office of Mayor James M. Curley yesterday afternoon regarding traffic conditions at Governor Sq., Kenmore station, a definite agreement between the Boston Elevated and the mayor's office was reached.

As a result, actual work on the extension of the Boylston st. subway out Commonwealth ave. and Beacon st. from Kenmore station loomed in the immediate future, while it was stated that the construction of an underpass at Commonwealth and Massachusetts aves. to relieve congestion would be started as soon as an order for necessary funds reached the city council next Monday.

One stumbling block which loomed temporarily in the conference was the existinbg statute which makes it compulsory for the Elevated to increase fares as a resul tof a deficit.

To meet this, and to make it possible for fares to remain at a 10 cent level in the event of such a deficit, the mayor suggested that the city's corporation counsel file a bill with the Legislature.

GLOBE 1/10/30

KENMORE SUBWAY PLANS AGREED ON

Curley Acts to Clear Way For Work Without Raising Ten-Cent Fare By Letting "L" Go in Debt

To Present Bill for Purpose

Trustees Indicate Their Approval

Cost Would Fall on Communities

Tube Would Take Cars Under Governor Sq

Extension of the Boylston-st subway under Governor sq, and out Commonwealth av to Blandford st, and the building of an underpass for through Commonwealth-av automobile traffic under Massachusetts av, held the spotlight at a conference yesterday in the office of Mayor Curley. Both projects were approved and steps will be taken immediately toward getting them under way.

The extension of the subway to relieve congestion in the Kenmore section met with the apparent approval of representatives of the Boston Elevated, but they explained that under present Legislative act if the road showed a deficit, the 10-cent fare would have to be increased.

Curley Offers Plan

The burden on the Elevated would be about $135,000 annual rental on an estimated cost of $3,000,000.

That the Elevated was not in financial condition to meet the rental without a deficit and consequent increase in fare was made clear.

Mayor Curley suggested he would have the city law department draft a bill for the repeal of the act that made fare increase compulsory in event of a deficit, and assess the cost on towns and municipal beneficiaries of the traffic improvement.

Henry I. Harriman of the Boston Elevated board of trustees said they would be glad to cooperate in such an amendment to the law.

Underpass Plans

Col Thomas F. Sullivan, chairman of the Transit Department, submitted plans for the underpass along Commonwealth av and under Massachusetts av which would cost approximately $500,000. He said it could be started within a week or 10 days after the appropriation and would take about five months to complete.

It was the sense of the meeting that an overpass would clearly be objectionable. The underpass is planned for pleasure automobiles and would call for head room of eight to 10 feet. In view of the fact that it might be used for busses it was shown that a 10-foot clearance would be ample.

In addition to the underpass there would be ample room above ground on Commonwealth av for cars to turn on Massachusetts av from Commonwealth av.

Mayor Curley's plan is to have it done by day labor, which would aid the unemployment situation. He said the day-labor cost over that of contract labor would be about 12 percent, but he expected that more than that amount would be saved the city by reducing the drain upon city funds through the Soldiers' Relief and the Public Welfare Departments.

Mr Harriman expressed the opinion that the proposed underpass would be the most desirable one in Boston. Frederick H. Fay, chairman of the City Planning Board, believed delay at that point was worth two cents a minute to every car operator and that the underpass would represent an economic saving of $135,000 a year to the traveling public.

Prepare for Council

The Law Department was directed by Mayor Curley to make the necessary legal preparations pertaining to the underpass, so that it might be submitted to the City Council at the meeting next Monday.

At that point in the conference, the Governor sq proposition cropped out again and Mr Harriman said the trustees of the Elevated, at a meeting yesterday, approved the project under suitable terms.

It did not develop just what the trustees meant by suitable terms. Mr Harriman said that street car traffic was decreasing instead of increasing, but that the trustees were willing to go half way. He pointed out that New York stood the expense of its subways and Philadelphia stood the expense of one subway. He declared the trustees

GLOBE 1/10/30

contd

thought it would be a calamity if anything happened to cause an increase of fare.

Mayor Curley said the time has come when street railways must be abandoned or such transportation must be considered in the same category as sewer and water. He said he would advocate the repeal of the proviso concerning the raising of car fare in event of a deficit and spread the cost out on cities and towns.

"You are absolutely right," said Ex-Mayor Ralph S. Bauer of Lynn, who was sitting on the side line.

"Glad we agree once," answered Mayor Curley, who left his chair, crossed the room and shook hands with Lynn's former executive.

Against Increase

Col Sullivan of the Transit Board remarked that Boston would have to pay 71 percent of it and the remainder of the district would get at least 29 percent benefit from it. City Auditor Carven said any deficit should be assessed but there should be no increase in street car fare.

Mr Harriman advocated the extension of a subway out Huntington av to South Huntington av; an extension to Harvard av or Brighton av and to Day sq, East Boston. He said it would make a saving of $900,000 in operating costs at $20,000,000 cost. Mayor Curley said the estimates for the work would be about $32,000,000.

Another suggestion for improving traffic conditions in the vicinity of Governor sq, Back Bay, was offered by W. J. McDonald, who, Mayor Curley characterized as "one of the inspiring figures in the development of Boston." He offered a plan which he had been invited by Mayor Curley to bring to the conference.

It called for an overpass from Beacon st at Governor sq, out Commonwealth av to Blandford st. He said it would accommodate four lines of traffic, two in each direction.

Chairman Frank A. Goodwin of the Finance Commission was present. Others at the conference were A. C. Ratshesky, Judge Edward L. Logan, Robert J. Bottomly, Corporation Counsel Frank S. Deland, Asst Corporation Counsels Joseph P. Lyon and Samuel Silverman, Nathan A. Heller, James Noyes, Chief Engineer Ernest R. Springer, Secretary Elizabeth S. Herlihy, Edward Dana and Charles R. Gow, chairman of the Metropolitan Planning Board.

CURLEY APPOINTS THREE TO SINKING FUND BOARD

Mayor Curley yesterday made three appointments to the Sinking Fund Commission. He named William Spottiswoode, vice Walter E. Wragg; Samuel Kalesky, vice Abraham E. Pinanski, and Edmund L. Dolan, vice Eliot Wadsworth.

Mr Dolan is a broker at 50 Congress st and was chairman of the commission under the last Curley administration. Mr Kalesky is chairman of the Jewish charitable organization, the B'nai B'rith, and Mr Spottiswoode is president of the John Gilbert Company.

CURLEY SENDS COUNCIL ORDER TO HOOVER

President Requested to Act to Prevent Shutdown Of Charlestown Navy Yard

The City Council move in an attempt to prevent the shutting down of the Charlestown Navy Yard within a few days and prevent the discharge of several hundred mechanics and skilled laborers, was given impetus today when Mayor Curley communicated the order of the City Council to President Herbert Hoover.

In view of the acute unemployment situation in Boston, the City Council is of the opinion that President Hoover should instruct Secretary of the Navy Adams to send work to the Boston Navy Yard.

The Mayor's telegram to President Hoover read as follows:

"In conformity with an order adopted by the Boston City Council, a copy of which is herewith submitted, I sincerely trust that the information requested will be furnished."

City Council Order

The City Council order submitted with Mayor Curley's telegram was as follows:

"Whereas, the unemployment situation in Boston is extremely acute at the present time, and

"Whereas, a statement appeared in the local newspapers during the past week to the effect that the Boston Navy Yard is to be closed down within a few days because no work has been assigned there, which will mean the discharge of several hundred mechanics and skilled laborers, and

"Whereas in view of the fact that President Hoover has held several conferences with leaders of industry in the United States in an effort to devise ways and means to stabilize industry, it is the opinion of the members of the City Council of Boston that President Hoover should instruct Secretary of the Navy Adams to send work to the Boston Navy Yard and thus follow out the principles which he has been advocating, therefore be it

"Ordered: That His Honor the Mayor be requested to communicate immediately with President Hoover, asking him to instruct the Secretary of the Navy to at once assign work to the Boston Navy Yard and thus forestall the threatened discharge of hundreds of employes."

CONFERENCE CALLED ON MARKING HISTORICAL SITES

The proper marking of historical sites in Boston, started under the previous administration of Mayor Curley, in which about 40 were marked, will be the subject of a conference called by the Mayor for Jan 14, at 2:30 p m

The question of the advisability of reestablishing the Commission on the Marking of Historical Sites will be considered.

After Mayor Curley left office, the matter of marking the sites was allowed to die, he said today. There remains about 100 more sites that, in the opinion of Mayor Curley, should be properly marked. He said today that had the work been carried on where he left off, all historical sites in Boston now would be ready for tercentenary visitors.

Those invited to the conference are Hon Thomas H. Dowd, Walter K. Watkins, Wilfred H. Kelley, Hon Frank Leveroni, Charles K. Bolton, John F. Paramino, J. Philip O'Connell, John P. Balfe, Richard A. Fisher, Hon David A. Lourie and Hon John J. Walsh.

CURLEY'S FIRST STEP IN TUNNEL CONTROVERSY

Mayor Curley today took his first official step in the East Boston Traffic Tunnel location controversy, when he forwarded a communication calling for a conference to be held at his office Jan 16 at 2 p m.

The conference between the Mayor, Metropolitan Planning Division, City Planning Board, Boston Transit Commission and the Boston Finance Commission is, according to Mayor Curley, "for the purpose of determining the location of the East Boston Traffic Tunnel."

The question of location of the East Boston Traffic Tunnel resulted in a torrid battle between planning experts, engineers and the Finance Commission in the closing month of Mayor Nichols' administration when the plan to have the Boston terminal at Haymarket sq and the East Boston entrance at Chelsea and Porter sts was finally adopted by Mayor Nichols.

Whether the Nichols plan will be approved by the current administration will be determined only after next week's conference.

TRANSCRIPT 1/10/30

Underpass Governor Square

Mayor Curley has a strong force of right on his side when he presents Governor square subway-construction as the most urgent among Boston's needs. The demand for this improvement has long been overwhelmingly evident. Year in and year out we have stressed it, returning again and again to the matter whenever any reasonable chance offered that the battle of arguments might be ended, and the labor of shovels begin. Yet no decision looking toward actual construction of the Boylston street subway extension, has ever been reached by all the various municipal powers engaged in the struggle.

This being the case, there will be much public sympathy with Mayor Curley when he now presents the Governor square improvement as so urgent a matter that it ought to be pressed through at once—even forced through, if need be. The mayor's idea seems to be that the cost of securing an immediate decision should be wholly assessed on the car-riders, whose money has borne the interest charges upon every mile of Boston's great rapid transit system built in the past. The Elevated patrons, and the road itself, he suggests, should be public-spirited enough to agree at once to a full 4½ per cent lease, in order to get the work started, and then rely on municipal aid in the future.

For our own part, we are not so sure that the car-riders should be the exclusive burden-bearers. If anyone is to yield with a bow of complete and generous grace in the premises, why might it not be the city? Since the interest and amortization charges for the $60,000,000 worth of the city's existing rapid-transit lines all fall upon the Elevated's patrons, though the subways certainly have contributed immensely to property values throughout the city, why might not the municipality now consent to bear all the moderate expense of a $3,000,000 improvement in Governor square? If there is to be any sacrificial concession, why might not the less burdened party be expected to bear it? Certainly the tens of thousands of automobiles which move daily through Governor square were not brought there by car-riders. Their presence constitutes a street-traffic problem of the most evident sort, and when an improvement of street conditions is in question, it is usually the municipality which foots the bill.

If it be objected—as it very properly can be objected—that the really fair thing to do would be to divide the Governor square cost equally between the car riders and the municipalities served—we heartily agree. But the city of Boston has somewhat impaired its rights to receive such a settlement. In 1928, when the Legislature was at the point of enacting a bill which would have assessed half the cost on the car riders, and which would have provided that part of Boston's burden should be borne also by Brookline, certain to benefit from the Governor square extension, the city of Boston objected, on the ground that title-ownership in the premises would thus become confused. Boston then said that it would prefer to have the bill amended so that this city would pay a full half of the improvement's cost and thus keep the title clear. Well and good. The bill was so amended and duly enacted and signed by the governor. Whereupon Mayor Nichols, despite most urgent pleading, turned about and refused to accept the act anyway, and the whole legislation fell by the board on Dec. 31, 1928.

The city having once rejected this fair compromise, the argument seems all the stronger that if anyone is now to be generous, in the interest of prompt fulfillment of a pressing civic need, the city should step into the breach and not the overburdened car riders.

That there is merit in this argument, Mayor Curley himself seems to recognize, though in an indirect way. For the mayor said that he, for his part, would favor an amendment of the existing Public Control Act wholly removing the present requirement that if a deficit occurs in the operation of the Elevated, the fares must be raised to recoup it. Mr. Curley would merely have the amount of the loss assessed on the cities and towns served by the Elevated, and not require the public trustees to increase the fares and pay back the assessment. This proposal Mr. Harriman, the chairman of the trustees, flatly rejected, and in our opinion very rightly rejected. To accept it would be to remove all the incentive to economy and efficiency which now exists under the Public Control Act, forcing the trustees to manage the road well and to avoid any deficit so that they will not have to take the undesirable and immensely unpopular step of raising fares. Mayor Curley's proposal favored removing this restriction entirely, so that the trustees would no longer be compelled to increase the fares, but would be invited—we choose the word invited advisedly—to incur any deficits they pleased and then have the losses met by taxation.

What Mr. Harriman did consider feasible was quite a different proposal namely, that if the interest and carrying charges of the Governor square project should prove by actual experience to much for the Elevated to meet without a deficit, then the loss, if any, should be recouped from taxation, but only to the extent of the definite and limited sum—$135,000 a year at a maximum—involved in this particular transaction. Any deficiency beyond that amount would enforce an increase of fares, just as the law now requires. This second proposal which Mayor Curley is reported as accepting, is at least worthy of consideration. Though we hold to our view that if the mayor of Boston is really determined to get action at last on the Governor square project, he should not ex-

Asks Survey of Boston's Buildings

Chairman Albert D. Howlett of the board of councilors of the Building Trades Employers Association has written Mayor Curley as follows:

"In pushing your extensive construction program, I believe a complete survey of existing buildings within the city limits would be of service for advancing the prosperity and welfare of a better and busier Boston. Such a survey would give a complete list of the obsolete and the modern in architecture and construction.

"To date, the building construction industry in our city has made no organized effort to obtain a complete inventory, or survey, of all the buildings and the condition of same as to modern usage. As your honor knows, we are living in a modernizing, remodelling and changing age. I trust the building department will look over the building field and make recommendations to your honor so that the city will be able to advise owners that from the location, value of the building site and the present condition of the structural frame of the building inspected, that it is or is not a subject for immediate restoration or remodelling.

"There are many buildings in our city that could be made to pay a good, substantial return on the cost of improvements when taken in conjunction with the steadily increasing value of the sites. There are numerous buildings that are simply tax devouring liabilities, that could be turned into real revenue producing structures. The possibilities of reducing the unemployment situation for contractors and men is tremendous through a modernizing program.

"The value to Boston as a progressive city of starting activities of this constructive character is almost incalculable. I feel certain that the contractors as a whole will co-operate in every way possible in obtaining this helpful information."

TRANSCRIPT 1/10/30

Seek New Law on Governor Sq. Traffic Relief

Elevated Trustees Agree to Extension if Fare Is Not Raised

During a conference in the mayor's office yesterday afternoon the public trustees of the Boston Elevated tentatively agreed on plans for the relief of traffic congestion at Governor square by tunnel extensions if new legislation can be obtained so that the cities and towns served by the system would meet a possible deficit, rather than force the travelling public to pay more than a ten-cent fare. The law department will prepare such a bill without delay.

It has been nearly five years since legislation was passed providing for extension of the Boylston street subway out Commonwealth avenue as far as Temple Israel at Blandford street, and out Beacon street as far as the Boston & Albany bridge, to leave Governor square free from tracks and obstructions. The expense would reach $3,000,000, and the Elevated railway would pay $135,000 a year on the lease, for the law provides a rental of 4½ per cent.

It was pointed out by Chairman Henry I. Harriman of the Elevated trustees that the cause of the refusal of the directors to sign a lease in advance of construction as required by law was the $135,000 yearly rental bill. Elevated revenue had dropped $700,000 last year and the $135,000 rental might result in a deficit. Anything done involving an increase in fare above ten cents would be very serious, Mr. Harriman said.

Mayor Curley reminded the trustees that the voters will decide next November through a referendum whether they desire to continue public operation, turn the road over to public ownership and management, or return the road to private ownership.

"The time has come when we must either abandon our railroads because they become unprofitable or consider them public necessities to be financed by the people, as we do with streets, water systems, sewer systems, education and other necessities," said the mayor.

"The logical thing to do is to repeal the section of the law which requires a jump in fare to meet a possible deficit and obtain passage of an amendment which will spread the deficit over the cities and towns.

"Without the rapid transit facilities to enter the downtown business section, our big stores and commercial institutions could not exist. Their property would drop in value to almost nothing and in the end the residential property would have to pay a higher tax rate to meet the expenses of the city service. You cannot protect the tax rate if the business section goes to pieces, so I believe that part of the rapid transit deficit should be paid out of general taxation.

"Either the fare would have to go up or the wages of motormen and conductors would have to go down in case of a deficit under the present law," the mayor stated, polling the representatives of labor on the board of public trustees, and they quickly agreed that his plan for taking the deficit out of general taxation was better than taking it out of the motormen and conductors or the car riders.

Kenmore Extension First

Mayor Curley then asked what action could be taken by the trustees to assure construction of the Huntington avenue extension from Copley square to Brookline Village. Chairman Harriman replied that the trustees favored the extension in conjunction with the extensions of the Boylston street tunnel to Brighton, the East Boston tunnel to Day square and another rapid transit extension through Somerville, all costing about $32,000,000, as it would mean a saving of $900,000 a year to the Elevated in operating costs.

The mayor decided that such a tremendous program would hold up the Governor square extension too long, so he urged that the Kenmore extension be settled before the referendum and the others afterward.

In his proposal to assess the cities and towns benefiting by rapid transit facilities, Mayor Curley received the strong endorsement of former Mayor Ralph S. Bauer of Lynn, who attended the conference as a member of the metropolitan division of planning.

"That's fine," responded the mayor. "I guess that it is the first time that we two have ever agreed."

Members of the planning boards and the Elevated board of trustees also voiced approval of the mayor's plan to start immediate construction of a traffic underpass at Commonwealth avenue and Massachusetts avenue, and the mayor ordered the law department to prepare a loan order of $500,000 which he will submit to the City Council for approval on Monday.

The underpass will mean a saving of $135,000 a year, Chairman Frederic H. Fay of the City Planning Board informed the conference, estimating that the waste of time now caused motorists by waiting at the traffic intersection was worth two cents a minute, for each automobile with its driver and passengers.

Chairman Sullivan of the Transit Commission estimated that the work on the underpass would require five months for completion.

"Fin. Com." Would Spend More Money

Indications that the Boston Finance Commission plans to increase the extent of its work was shown today in a bill filed by Representatives William R. Thomas of Quincy on the petition of Frank A. Goodwin, chairman of the commission. Under the provisions of the bill, the commission would be authorized to spend $55,000 instead of $45,000 annually. The bill does not provide any increase in the salary of the chairman of the commission, which is $5000 a year.

Curley Strong for River Memorial

Mayor Curley has written Colonel William Eaton of Pittsfield, chairman of the State Commission appointed by Governor Allen to recommend a fitting memorial to veterans of the World War, his congratulations for the decision made to recommend an inspirational structure on an island in the Charles River Basin similar to the memorial recommended by the committee appointed by Mayor Andrew J. Peters.

"The creation of an island in the Charles River Basin and the erection thereon of a beautiful and worthy memorial will serve a more useful purpose in this particular section of Massachusetts than if located in any other place," the mayor says.

"Seekers of knowledge either at Harvard University, Harvard School of Business Administration, Massachusetts Institute of Technology, Boston University, Radcliffe, or the many other educational centers to which come trooping annually from every corner of the earth future women and men who at some time may be required to play an important part either in the life of America or of the world, may derive inspiration from the story which the majestic beauty of the memorial will impart to them. The decision of your commission is admirable; early action will be commendable."

Curley Ready Soon for Tunnel Talk

Calls Conference for Next Week, but Has No Opinion to Express Now

Mayor Curley has called a conference on the East Boston tunnel situation for next Thursday afternoon at 2.30 o'clock, having asked the Metropolitan Planning Division, the City Planning Board, the Boston Transit Commission and the Boston Finance Commission to meet him "for the purpose of determining, is possible, the location of the East Boston traffic tunnel." The mayor said he had no opinion to express at this time, in view of the controversy that marked the close of the Nichols administration. It is known, however, that the Transit Department engineers have been at work on plans since the final conference with Mr. Nichols and will have them in shape for the latest conference.

Deploring the fact that the previous administration permitted to lapse the work of marking historic sites in Boston, and especially in view of the coming tercentenary ceremonies, the mayor has called a conference for next Tuesday afternoon, having asked the following-named persons to meet him to consider the advisability of re-establishing the commission: Judge Thomas H. Dowd of the Municipal Court, Walter K. Watkins, Wilfred H. Kelley, Frank Leveroni, Charles K. Bolton, John F. Paramino, J. Philip O'Connell, James P. Balfe, Richard A. Fisher, Judge David A. Lourie of the Superior Court, and John J. Walsh. The mayor also asked Herbert Parker to be present with a view to discussing plans for the tercentenary celebration.

AMERICAN 1/10/30

CURLEY FAVORS BASIN WAR MEMORIAL

Mayor Writes Eaton of State Commission Suggestion to Governor Is Excellent

Mayor Curley today approved plans of the state commission for a memorial to the veterans of the World War, to be constructed in the Charles River basin.

The Mayor pointed out that as far back as 1918 and again in 1922 he favored such a plan and during his last administration he had appointed former Mayor Andrew J. Peters chairman of his committee of 250 to study the plans, as outlined in the recommendation submitted to Governor Allen yesterday.

In a letter today to Chairman William Eaton at Pittsfield, Mayor Curley said:

"I beg to congratulate the State commission of which you have the honor to be chairman, upon the decision arrived at with reference to the memorial to the veterans of the World War.

"The creation of an island in the Charles river and the erection thereon of a beautiful and worthy memorial will serve a more useful purpose in this particular section of Massachusetts than if located in any other plce.

"Seekers of knowledge either at Harvard University, Harvard School of Business Administration, Massachusetts Institute of Tecnology, Boston University, Radcliffe or many other education centers to which come trooping annually from every corner of the earth future women and men who at some time may be required to play an important part either in the life of America or of the world, may derive inspiration from the story which the majestic beauty of the memorial will impart to them.

"The decision of your commission is admirable; early action will be commendable."

CITY OVERTIME UP TO $372,947

Figures for overtime work in city departments made public today by Mayor Curley sho wan increase of 125 per cent in the last four years and more than 100 per cent in a single year.

That this staggering increase will be boiled donw to a minimum figure by the mayor is a foregone conclusion. He has ordered in many cases that all overtime work be discontinued.

The mayor pointed out the fact that during the last year of his previous administration overtime payments amounted to $160,000. Under Mayor Nichols in 1926, the first year of his term, the overtime paid to city employes jumped to $335,897.76; in 1927, $327,438.53! 1929, $294,395.04, and in the last year of the Nichols regime, 1929, it soared to $372,947.24.

Mayor Curley believes that a continuation of this policy would tend to place such a burden on the city in added expenditures in the municipal budget that an increase in the tax rate this year would be enevitable to be passed on to tenants and property owners as well.

AMERICAN 1/10/30

CITY IS TO MARK HISTORIC SPOTS

The re-establishment of the Commission on the Marking of Historical Sites in Boston was today ordered by Mayor Curley.

In view of the fact that this year will mark the Tercentenary celebration in the State, the Mayor believes suitable designations of the historical centers should be made for the benefit of the hundreds of visitors who will make Boston their headquarters during the celebration.

A conference will be held in the office of the mayor Tuesday afternoon. An invitation has been sent to Herbert Parker, chairman of the State commission on tercentenary celebration to attend the meeting.

The following have received invitations to attend: Judge Thomas H. Dowd, of the municipal court; Walter K. Watkins; Wilfred H. Kelley, historian of the public schools; Judge Frank Leveroni, Charles K. Bolton, John F. Paramino, artist; J. Philip O'Connell, director of public celebrations; James P. Balfe; Richard A. Fisher; Judge David A. Lourie, and John J. Walsh.

CURLEY CALLS TUNNEL PARLEY

The proposed $16,000,000 East Boston vehicular traffic tunnel under Boston harbor took on new life today when Mayor Curley announced he had called a conference at his office Thursday afternoon, in an effort to determine, if possible, the location.

Invitations were sent to the members of the Metropolitan Planning Division, City Planning Board Boston Transit Commission and Chairman Frank A. Goodwin of the Finance Commission.

Many conferences were held by former Mayor Nichols to the end that the approaches and the exits and the actual building of the tunnel would be decided upon before he retired from office, but all met with failure.

Although the former mayor did actually favor the Harriman approved plan, court action blocked his formal taking of land for the purpose.

It is known the present administration desires the fullest publiciy be given to any discussions in the future so that the public themselves may, in a degree, determine the location that would best serve the city.

TRAVELER 1/10/30

CURLEY TO MARK HISTORICAL SITES

The work of adequately marking historical sites in Boston, which was begun during Mayor Curley's previous administration, when 40 such locations were marked, but which was abandoned by ex-Mayor Nichols, is a municipal activity which the mayor intends to resume. He has called a conference of the old commission to which he has added three new members, Tuesday afternoon. The new members are Richard A. Fisher, Judge David A. Lourie, John J. Walsh and the old commission personnel is Judge Thomas H. Dowd, Judge Frank Levroni, Walter K. Watkins, Wilfred H. Kelley, Charles K. Bolton, John F. Paramino, J. Philip O'Connell and James P. Balfe.

TRAVELER 1/10/30

McLaughlin Appointment Excellent

MAYOR CURLEY'S appointment of Edward F. McLaughlin as fire commissioner is good news for the city in general and the fire department in particular. McLaughlin knows exactly what he is about and will stand for no nonsense. He will be neither an officers' man nor a privates' man; he will be fire commissioner. This state of mind is necessary to the maintaining of high morale within the department.

McLaughlin believes that the business of the fire department is the preventing and putting out of fires. His aim is to reduce losses and fire insurance rates. Over rates he has no control, but by the way in which he is capable of administering the job, it is probable that he will put the insurance companies in a position where they will find it difficult to find reasons why rates should not be reduced.

The appointment of Eugene C. Hultman as building commissioner is a wise move. There is a close relationship between that job and the fire department. The two men should work well together for the city.

AMOS 'N' ANDY AT CITY HALL

Mayor Greets Them, but Refuses to Have Photograph Taken

Mayor Curley greeted Amos 'n' Andy at City Hall this noon, but refused to be photographed with them. He talked with the radio entertainers for a few minutes, but the photographer who accompanied them was told that there would be no posing.

Unofficially, it has been made known that the mayor will not lend himself, as the chief executive of the city, to any publicity schemes conceived for the exploitation of theatrical stars or others who believe that photographs in which the mayor Boston is featured have financial value to them.

Mayor Curley has not refused to meet theatrical people who come to Boston, nor will he decline to give audience and say a word of greeting to other visitors of prominence on the stage or in other affairs. But he will not allow the mayor's office or himself to be commercialized.

Amos 'n' Andy were the first to feel the effects of the new rule.

MEMORIAL PLAN PLEASES MAYOR

Curley Hails Charles River Island Decision as Admirable

Mayor Curley today expressed satisfaction with the proposal under consideration by a state commission for the erection upon an island to be created in the Charles river of a state memorial to soldiers, sailors and marines. Such a plan was the suggestion made several years ago by the Boston committee, selected by the mayor, and headed by ex-Mayor Andrew J. Peters. A definite recommendation was made at that time and sketches of a memorial structure were prepared, but no action was taken.

In addition to writing today to Col. William Eaton of Pittsfield, chairman of the state commission, declaring "the decision of your commission is admirable" and adding that "early action will be commendable," the mayor said:

"The creation of an island in the Charles river and the erection thereon of a beautiful and worthy memorial will serve a more useful purpose in this particular section of Massachusetts than if located in any other place."

IN AGREEMENT ON NEW SUBWAY

Curley and Harriman in Accord on Beacon St. Extension

An agreement reached between Mayor Curley and Chairman Henry I. Harriman of the Boston Elevated trustees indicates an extension of the Boylston street subway to points beyond Governor square on Commonwealth avenue and Beacon street.

The agreement, reached after a conference, is said to provide for the extension out Commonwealth avenue to Blandford street, and out Beacon street to a point just east of the Boston & Albany railroad bridge. It also provides that any deficit caused by the added rental of 4½ per cent. of the cost of the extensions be assessed upon the 14 cities and towns served by the road.

PASSED BY LEGISLATURE

In connection with the assessment provisions, special authorization by state legislation is necessary. Chairman Harriman and Corporation Counsel Samuel Silverman have been requested by the mayor to draw up the necessary petition to the Legislature.

The 1925 Legislature passed an act authorizing the Elevated trustees, with consent of the directors of the road, to construct the short extensions of the Boylston street subway as now proposed by Mayor Curley and Chairman Harriman, the Elevated to pay the customary rental of 4½ per cent. of the cost of construction.

The trustees and directors of the Elevated have declined to avail themselves of the authorization, contending that the added rental charges would result in a deficit and a consequent increase of fare.

NO ACTION BY TRUSTEES

All but one of the trustees of the Elevated were present at the conference in the mayor's office. At the outset the trustees argued that the road should be charged a rental of 2½ per cent. of the cost of construction to eliminate a possible deficit.

While Chairman Harriman and Mayor Curley are in apparent agreement on this proposition, the other Elevated trustees present did not commit themselves and no action has been taken by them as a body.

Meantime, Representative Martin Hays of Brighton has filed a bill with the clerk of the House providing for an extension of the subway to Cleveland circle, Brookline, and to Newton Corner, Newton.

It is stated that Mayor Curley plans to take up the East Boston tunnel proposal without delay.

Post 1/10/30

NEW LAW TO GET SUBWAYS

Trustees Agree on Governor Square Extensions if Fare Limit Will Not Be Raised

BY WILTON VAUGH

Determined to overcome the five-year opposition of the Elevated to the $3,000,000 extension of the Boylston street subway beyond Governor square, Mayor Curley yesterday reached a tentative agreement with the public trustees to obtain new legislation so that the cities and towns served by the system would meet a possible deficit instead of forcing an increase in the 10-cent fare.

At a conference of a score of prominent public officials yesterday at the Mayor's office, a majority of the board of public trustees, headed by Chairman Henry I, Harriman, consented to co-operate with the law department in drafting an amendment to existing Elevated legislation, which now requires a jump in car fares to meet deficits.

This bill will be presented to the Legislature without delay so that actual construction work may be started as soon as possible at Kenmore station to relieve motor traffic and rapid transit congestion. Its approval by the group attending yesterday's session was received gladly by the Mayor, for he recalled that when he sponsored the assessment of rapid transit costs on cities and towns in 1922, his proposal was met with scorn.

El Rental $135,000 a Year

The physical plan for the Governor square extension has met with general sanction by the Elevated officials. This plan calls for driving the present subway out Commonwealth avenue as far as Temple Israel at Blandford street, and out Beacon street as far as the Boston & Albany railroad bridge. Passenger entrances would be made in the sidewalks, leaving Governor square free of tracks and obstructions.

As the cost of the extension would reach $3,000,000, according to the estimates of the Boston transit department, it would cost the Elevated $135,000 a year to lease it, for the law provides a rental of 4½ per cent of the cost.

$700,000 Drop in Revenue

Chairman Harriman pointed out that this $135,000 yearly rent bill was the cause of the refusal of the directors to sign a lease in advance as required by law before the city could build the tunnel. He explained that the Elevated revenue had dropped $700,000 last year and that it was felt that an increase of $135,000 in the operating costs might result in a "strain" ending in a deficit.

"We are on the ragged edge now on the matter of the 10-cent fare because of added rentals and the $700,000 decline in revenue through reduced traffic, and anything done involving an increase in fare above 10 cents would be a very serious matter," warned the chairman of the Elevated trustees, pointing out that under the law the fare must be raised to meet deficits.

Reminds Trustees of Referendum

It was here that Mayor Curley reminded the public trustees that the voters will decide next November through a referendum whether they desire to continue public operation, turn the road over to public ownership and management, or return the road to private ownership.

"The time has come when we must either abandon our railroads because they become unprofitable or consider them public necessities to be financed by the people as we do with streets, water systems, sewer systems, education and other necessities," said the Mayor.

Deficit Up to Cities, Towns

"Under private ownership, the Elevated in 1918 was in the condition of abject bankruptcy, so much so that the members of the Legislature who sold their votes to turn the company over to the State control in return for stock hurried to get rid of their certificates.

"Costs of maintenance have jumped and yet today with a brand new road, an efficient board of directors, public trustees and General Manager Dana, you still contend you cannot make the road pay on a 10-cent fare.

"The logical thing to do is to repeal the section of the law which requires a jump in fare to meet a possible deficit and obtain passage of an amendment which will spread the deficit over the cities and towns.

Stores Depend on Rapid Transit

"Without the rapid transit facilities to enter the downtown business section, our big stores and commercial institutions could not exist. Their property would drop in value to almost nothing and in the end the residential property would have to pay a higher tax rate to meet the expenses of the city service. You cannot protect the tax rate if the business section goes to pieces, so I believe that part of the rapid transit deficit be paid out of general taxation.

"Either the fare would have to go up or the wages of motormen and conductors would have to go down in case of a deficit under the present law," the Mayor stated, polling the representatives of labor on the Board of Public Trustees, and they quickly agreed that his plan for taking the deficit out of general taxation was better than taking it out of the motormen and conductors or the car riders.

Kenmore Extension First

Mayor Curley then asked what action could be taken by the trustees to assure the construction of the Huntington avenue extension from Copley square to Brookline village.

Chairman Harriman replied that the trusteees favored the extension in conjunction with the extensions of the Boylston street subway to Brighton, the East Boston tunnel to Day square and another rapid transit extension through Somerville, all costing about $32,000,000, as it would mean a saving of $900,000 a year to the Elevated in operating costs.

The Mayor decided that such a tremendous programme would hold up the Governor square extension too long, so he urged that the Kenmore extension be settled before the referendum and the others afterward. He requested the Elevated trustees to confer as soon as possible with Corporation Counsel Frank S. Deland and Assistant Corporation Counsels Samuel Silverman and Joseph P. Lyons in drafting the amendment to the El act.

Approve Traffic Underpass

In his proposal to assess the cities and towns benefiting by rapid transit facilities, Mayor Curley received the strong endorsement of former Mayor Ralph S. Bauer of Lynn, who attended the conference as a member of the metropolitan division of planning.

"That's fine," responded the Mayor. "I guess that it is the first time that we two have ever agreed."

Members of the planning boards and the Elevated board of trustees also voiced their approval of the Mayor's plan to start immediate construction of a traffic underpass of Commonwealth avenue beneath Massachusetts avenue. Not only will this permit pleasure vehicles to speed along Commonwealth avenue without being tied up, but it will facilitate the passage of Elevated cars on Massachusetts avenue, Chairman Harriman pointed out.

Five Months to Complete Work

The Mayor ordered the law department to prepare a loan order of $500,000 which he will submit to the City Council for approval on Monday so that the underpass may be started, on plans already provided by Chairman Thomas F. Sullivan of the Transit Commission.

The underpass will mean a saving of $135,000 a year, Chairman Frederic H. Fay of the City Planning Board informed the conference, estimating that the waste of time now caused motorists by waiting at the traffic intersection was worth two cents a minute, for each automobile with its driver and passengers.

Chairman Sullivan of the Transit Commission estimated that the work on the underpass would require five months for completion and the Mayor announced that this would provide good work for unemployed veterans who are now appealing to the Soldiers Relief department for aid, and to the jobless seeking support from the Public Welfare department. Actual construction of the underpass is expected to start in two weeks, when it is finally approved by the council.

Contd

Post 1/10/30

Other Improvements Proposed

Further improvements to make Commonwealth avenue an "express street" for motorists were proposed at the meeting, but no definite action taken. Chairman Harriman of the Elevated trustees advocated the expenditure of $500,000 more with the Elevated bearing its share to build a Commonwealth avenue overpass at Cottage Farm bridge, so that automobiles and street cars would not be delayed by the bridge traffic flow.

William J. McDonald, prominent real estate broker, introduced to the conference by the Mayor as "one of the really inspiring figures in the development of Boston," urged the construction of a Commonwealth avenue overpass at Governor square at a cost of from $300,000 to $350,000, in addition to the underground rapid transit extension. This plan was approved by Chairman Frederic H. Fay of the city planning board and vice-chairman of the Metropolitan planning division, who declared that it must come some time in the future to meet the demands of street traffic.

To Speed Up Tunnel Digging

Mayor Curley and many of the experts at the conference expressed gratification that a forward step had been taken to secure the removal of the car tracks from Governor square and expressed the hope that the tunnel digging would start within a few months.

Among the attendants at the conference were Chairman Edward L. Logan, Robert J. Bottomley, Henry I. Harriman and A. C. Ratshesky of the newly created board of trustees of the Metropolitan transit district; Chairman Charles R. Gow and Ralph S. Bauer of the Metropolitan planning division; Chairman Fay of both the city and Metropolitan planning boards; Miss Elisabeth M. Herlihy, secretary of the city planning board; Chairman Frank A. Goodwin of the Finance Commission; Chairman William P. Long of the park commission; General Manager Edward Dana of the Elevated, General Counsel M. Ware Barnum of Elevated, and members of the transit commission and the law department, accompanied by the city's financial officers.

BILL BY HAYS

Files Measure to Extend Boylston Street Subway Under Governor Square to Points in Newton and Brookline

A bill for extension of the Boylston street subway under Governor square and under both Brighton avenue and Commonwealth avenue to points in Cleveland circle, Brookline, and Newton corner in Newton, was filed with the clerk of the House yesterday by Representative Martin Hays of Brighton.

The bill provides that the expense of constructing the extensions shall be borne by Boston, Newton and Brookline, with a lease by the Boston Elevated Company at a rate sufficient to carry the financing charges.

The bill provides that the lease shall not be extended beyond the period of public control except with the consent of the directors of the road.

The Hays measure provides for extensions beyond those already authorized by law and now under consideration by Mayor Curley of Boston with representatives of the Elevated. It would not only eliminate the traffic congestion at Governor square but would provide underground rapid transit facilities with necessary stations through to Newton and Brookline.

New Stairway and Ram for Sullivan Square



NEW EL STAIRWAY AND RAMP AT SULLIVAN SQUARE

Photo diagram of stairway of 15 steps leading from the lower level to ramp eight feet wide and 100 feet in length, constructed in substitution fo the old double-file escalator, which will be opened to the public tomorrow Dotted line shows the passageway.

A new stairway and ramp, constructed in substitution for a double file escalator, will be opened to the public tomorrow morning at the Sullivan Square El station, Charlestown.

This ramp, which is eight feet wide and of steel frame construction, with floor of reinforced concrete, is reached by a stairway of 15 steps from the lower level. The total distance from the lower to the upper level, including the ramp and stairway, is 118 feet.

The ramp has a grade of 15 per cent. The cost of construction was about $23,000. It was substituted for the escalators because of a greater degree of safety, economy and greater capacity and dependability, according to an announcement by the El management.

An additional advantage of the ram is that on an escalator the movemen of passengers during hours of heav travel is limited to the speed of th slowest person, whereas the new ram permits persons in a hurry to pass, it claimed.

Furthermore, the management say escalators are frequently out of servi by reason of necessary repairs. A present, however, it is not planned do away with any of the escalators a any of the other subway stations, was said at the office of the El yester day.

TRANSCRIPT 1/11/30

Bill Boosting Cost of Tunnel Hit by Goodwin

Fin. Com. Chairman Says Any Increase Should Be for Double Tube

By William F. Furbush

Henry I. Harriman's latest proposal concerning the East Boston tunnel, as set forth in a bill filed with the Legislature, to raise the cost of the project $4,000,000 to $20,000,000 to provide "adequate plazas and ramps" and necessary street widenings has drawn quick opposition from Chairman Frank A. Goodwin of the Finance Commission whose previous criticism blocked carrying out of the Harriman plans for the vehicular tube as originally approved by former Mayor Nichols. Goodwin is against any increase in the outlay on the tunnel unless it be applied to building a two-tube rather than a single-tube bore and he repeats his stand against anything that spells "loop highways."

The new Harriman measure, filed with the House by Representative Thomas R. Bateman of Winchester, floor leader of the House, on petition of Mr. Harriman and Frederic H. Fay of the Boston City Planning Board, provides for extensive street widenings in the West and North Ends. As provided in the measure, the widenings would be to the north of the proposed Boston terminal of the tube and this feature is objected to in particular by Chairman Goodwin, who contends that any widenings as a result of the tunnel should be to the south of the Boston terminal.

"While I would rather not be quoted at length concerning Mr. Harriman's latest suggestion," said Chairman Goodwin, "I think I would be justified in saying that if we are going to have a tunnel built, let us build one, but if we are going to use the great demand for a tunnel for the purpose of putting across loop highways and other extensive and expensive street widenings, it's about time for the people to know about it.

"If any more money is to be added to the $16,000,000 limit for the building of a tunnel, it should be used to give us a double-tube tunnel instead of a single-tube tunnel which, in my opinion, will not meet the purpose intended.

"Not only that, but it is impossible at the present time to determine what street widening will be the most needed, and there is one thing very definite in my mind and that is, whatever street widenings should be made as the result of the building of this tunnel should be from the south of the Boston terminal rather than the north, because it's admitted by everyone, even by Mr. Harriman and Mr. Fay, that 70 per cent of the traffic that will use the tunnel will orginate from and be destined to the south and southwest."

While the bill provides for no specific changes in the route of the tunnel, it proposes a "street approach on the Boston side which shall include in the widening and improvement of Chardon street along its full length, the widening and improvement of Merrimac street from Chardon street to Haymarket square, the enlargement and improvement of Haymarket square, widening and extension of Cross street from Haymarket square to the tunnel plaza and the further widening of and extension of Cross street in a substantially direct line from the tunnel plaza to Atlantic avenue."

The bill proposes, as an alternative to the last extension, "construction of a street substantially parallel to extended Cross street from the plaza to Atlantic avenue." The measure also proposes such other street approaches on the Boston or East Boston side extending not more than 1000 feet from the tunnel plaza as the Boston Transit Department shall deem necessary, and desirable to facilitate the movement of traffic entering and leaving the tunnel.

It is further provided in the bill that the additional cost of $4,000,000 on the tunnel project shall not be taken out of the tunnel tolls if it should require increasing the average tolls beyond twenty-seven cents, the theory apparently being that the street widenings, if they should make an increase beyond twenty-seven cents necessary, would be paid out of general taxation.

Should toll moneys received exceed sinking fund requirements in any year, the department is empowered to return such money to the treasury and set a lower rate. Should a deficit occur, the city, under the provisions of section 11 of the act, would have to make up the sum.

One of the Harriman tunnel plans was for a double tube tunnel which the transit commission said was never contemplated by the Legislature. The Harriman-Fay bill would leave optional the choice of the city between a single or double tube tunnel.

N. Y. TIMES 1/13/30

THE REAL MAYOR CURLEY.

In his canvass for a third term Mayor CURLEY of Boston said that the Good Government Association ought to support him. This was regarded as facetious. That is the trouble with being a wit, a humorist, a multitudinous "mixer"; to be blessed of the Blarney Stone and have a genius for politics. Substance is forgotten in the accidents. Mayor CURLEY knows his business. His third inaugural deals practically with instant problems and looks intelligently to the future. He will invite 350 citizens, representatives of organizations that may be said to mirror the ideal and the material interests of the city, to be advisers of the City Planning Board in making a fifty-year program of municipal improvement.

He may have to plead long with the Legislature to allow Boston to fix her tax and debt limit, even the amount of money she may spend on sewer construction. A Democratic, and therefore wicked, community must be kept in leading-strings by the virtuous ruralists of the General Court. Long, too, before the cities and towns within the metropolitan area agree to the creation, in any form, of Greater Boston. Mr. CURLEY compares the Boston situation with that of London before the establishment of the County Council. A metropolitan government under the borough system or the development of a regional plan for the area should be adopted. He recognizes, of course, that nothing can be done except through the consent and union of the towns and cities which it is hoped to include.

Some of these are of historic name and pride. All inherit a tradition of town government. Brookline, indeed, scorns to be a city and prefers to be ruled by its own wise and good. Minor politicians fear that they will become minus. Finally, whatever the present composition of the population, a strong Yankee trace survives. For instance, how convenient it is for Boston's neighbors to let her pay for that enlargement of transportation facilities which they help cause and profit by.

"Pre-eminently a document of social and health progress, its plans are capable of realization," if the city authorities get and respect the private cooperation which the Mayor asks, The Transcript says. The address receives praise from all sides. Mr. CURLEY'S acts speak more loudly. Of Mr. SILVERMAN, the new Corporation Counsel, assistant under the old, The Boston Herald, after praising his ability, tells us that nobody knows whether he is a Republican or a Democrat. Former Congressman CONRY is the new Traffic Commissioner. Traffic in that perverse and crooked generation of streets and alleys in the old parts of the town was hard enough in the age of horses. An East Boston descendant of sailors, as port director Mr. CONRY studied water, freight and motor traffic.

Presumably he will now renew an old plan of his to pull down the virtually unused structure of the elevated road on Atlantic Avenue and make a thoroughfare for vehicles. He would put ramps here, ramps there, along the elevated. He has been working on remedies for congestion these twenty years. Incidentally, he finds congestion in the Traffic Department's payroll; too many persons employed. In other departments Mr. CURLEY notes a congestion amounting to $250,000 paid for superfluous overtime work. Our Watch Tower man is impressed with the Mayor's popularity. If he keeps on as he has begun, he will even be popular with the Good Government Associates. At least, he is giving them what they say they want.

TRAVELER 1/11/30

Boston and Philadelphia

WHILE there is much talk in and about the city for and against a Metropolitan Boston, it is interesting to note what is going on in Philadelphia.

There is a movement there, not simply for a great city, but for a regional plan covering parts of three states. A circle extending for about forty miles in all directions about the city, includes parts of New Jersey, Pennsylvania and Delaware, includes 360 cities and towns and 3,500,000 persons who are being urged to co-operate in all major public works.

The sum of $500,000 has been subscribed to get these cities and towns to plan together for their mutual benefit. Here is a thought for Boston.

TRAVELER 1/11/30

Conference Tuesday May Solve Tunnel Project

Curley Optimistic Over Outlook—Widening and Extension of Streets on Boston Side Called for in Bill to Cost $4,000,000

A conference to be held in City Hall Tuesday may solve the problem of the East Boston tunnel and result in work being started on the project soon.

The conference, called by Mayor Curley, includes the members of the metropolitan planning division, Boston transit commission, city planning board and finance commission.

WOULD ADD $4,000,000

Meantime, a bill has been filed in the House of Representatives providing for several traffic arteries leading to the Boston end of the tunnel, the cost of which would add $4,000,000 to the $16,000,000 estimate.

Henry I. Harriman, chairman of the metropolitan planning division, and Frederic H. Fay, chairman of the city planning board, are sponsors of the bill, which was filed by Representative Bateman of Winchester.

Under the provisions of the Harriman-Fay bill, the Boston end of the tunnel would be developed to handle traffic for the South, West and North through the widening and extension of streets leading to Bowdoin and Haymarket squares, and to Atlantic avenue.

TOLL RATE LIMIT

Toll rates would be limited to 27 cents under the new bill. Should tolls exceed sinking fund requirements the department is empowered to return the excess to the treasury and set a lower rate. The city would have to make up a deficit.

The request for an additional $4,000,000 may develop opposition it is stated, but Curley is optimistic over the conference. "I hope that the conference will reach an agreement and we will be able to begin construction of the tunnel very soon," he said.

Chairman Frank A. Goodwin of the finance commission wants to know Harriman's final plans before he comments on the subject.

TRANSCRIPT 1/11/30

Conry to Urge Return of Island

Former Congressman Joseph A. Conry, newly-appointed traffic commissioner, will go to Washington as Mayor Curley's representative in the effort to affect the return of Governor's Island to the city for use as an extension to the airport.

Former Congressman Conry years ago had Congress cede the island to the city, but it was taken back by the Federal Government during the war to use it as a naval base to relieve Commonwealth Pier, but was not used for this [illegible] for war purposes through an executive order and that it could be returned to the city through a similar order from President Hoover. In view of the President's appeal for public improvements, it was indicated that he would aid Boston in starting the proposed $1,000,000 airport development.

Former Congressman Conry was requested last night by the mayor to hold a conference Monday at Washington with Senators David I. Walsh and Frederick H. Gillett and the Boston delegation in Congress, as well as officials of the Navy Department, for the purpose of inducing the Federal Government to return control of the island to the city.

RECORD 1/14/30

3 MILLIONS IN CITY WORK ON COUNCIL LIST

Standing squarely behind Mayor Curley's program for a better Boston, the City Council yesterday speeded several important measures that will spur building activities by civic and private interests, resulting in the spending of nearly $3,000,000.

It passed an order providing for the transfer of a portion of Bath st., a public alley, to the Atlantic National Bank for $30,000.

This alley is needed by the bank to build a $1,000,000 addition to its present building in Post Office sq., and work will be started at once.

The council also placed its stamp of approval on an order for $750,000 for completion of the South Boston Strandway. This is one of the mayor's most important inaugural projects.

NEW PRINTING PLANT

Councilmen also referred to the finance committee an order for $300,000 for a building to be occupied owned and erected by the Municipal Printing Plant and also, possibly, by the Board of Health. Orders for $200,000 for branch libraries and $1,000,000 for sewer contracting were also referred to the finance committee.

Orders appropriating $5000 for a real estate expert to assist the City Council, $150,000 for repaving and furnishing Bunker Hill st., Charlestown, with traffic lights, also passed to the finance committee.

These measures were introduced by City Councillor Thomas H. Green.

MORE POWER TO MAYOR

Councillor Green also was sponsor of an order, which passed the council in opposition of a bill introduced by Senator Henry Parkman, Jr., which provides that the mayor and not the City Council shall have the power to accept a legislative act providing larger facilities for the Suffolk County courts.

While Parkman was still a member of the City Council the measure was turned down three times.

Councilor Green also introduced a measure asking the Governor to suspend civil service rules so that laborers and mechanics could be more easily employed in business projects.

Councilor Israel Ruby introduced an order providing for widening of Blue Hill ave. from Seaver to Canterbury sts., and another for a branch library near Franklin Field.

TRAVELER 1/11/30

STRANDWAY FOR ORIENT HEIGHTS

Mayor Approves $1,000,000 Project — Beach and Park Included

LATER EXTENSION TO TUNNEL PLANNED

A million dollar strandway, similar to the one skirting Columbus park, South Boston, which would provide a bathing beach and waterfront park in the Bayswater section of Orient Heights is a long awaited improvement for that part of the city to which Mayor Curley has given his approval.

It is planned to expend about $750,000 on the project this year, of which some $540,000 would be used in hydraulic dredging of 1,800,000 feet of material which the park and strandway would be created.

Plans for the project, prepared under the direction of Park Commissioner William P. Long, call for a reclamation of the land from the present World War Memorial park, East Boston, to Belle Isle inlet at the Winthrop boundary line on Saratoga street.

The park at which this new area would begin has been suggested to park department officials as an ideal location for the states's World War memorial.

FUTURE EXTENSION

Provision has been made for a future extension of the proposed Strandway from World War Memorial park to the East Boston portal of the new vehicular tunnel, affording, thereby, a direct traffic thoroughfare from Boston to Winthrop by a waterfront highway which would be part of the municipal park system.

In anticipation of such a project, Mayor Curley during his last administration caused Neptune road, East Boston, the entrance to World War Memorial park, to become a 90-foot roadway, with a reservation for shrubs and trees in the centre.

The Strandway development contemplates a continuation of Neptune road, following the new shore line along a circuitous route of a mile and a half beyond the end of Bayswater street to Belle Isle inlet, where it would join Saratoga street at the point where the latter thoroughfare becomes Main street, Winthrop.

FILL-IN NECESSARY

To bring about this huge undertaking it would be necessary to fill in two large areas which at the present time are covered by water only at high tide.

The larger of these two areas begins at the northeast edge of World War Memorial park. Today, the only land between the Bennington street cemetery and the harbor is a narrow fill which forms the roadbed of the Narrow Gauge railroad.

This stretch of mud flats extends northeast to the Harbor View depot of the Narrow Gauge line.

The second indentation which would be reclaimed extends northeast from a point near Wordsworth street to within 200 yards of the Orient Heights station of the Narrow Gauge.

This development and the plan of the metropolitan planning division for a new thoroughfare, joining Day square, East Boston, with the Newburyport Turnpike, preferably by a physical connection with the international highway in Revere, which joins the turnpike in Malden, propose improvements which are intended to be of great benefit to East Boston.

TRAVELER 1/11/30

MEMORIAL PLAN PRIZE PROPOSED

Commission Favors Asking Architects to Compete In Submitting Designs

NON-UTILITARIAN TYPE AGREED ON

Architects will compete for the honor of submitting the best design for a Massachusetts war memorial, if a plan being considered by the special commission appointed to consider this subject is accepted by the state Legislature. The commission, appointed last year by Gov. Allen, will file its report with the clerk of the House of Representatives within two weeks, and according to present plans the report will embody a recommendation that the Legislature appropriate a sum of money to be used as a prize for the best plan for a memorial submitted by an architect.

The competition, it is expected, will be open to all architects without restriction. Rather than submit its own design to the Legislature, the commission felt that free scope should be given to architects generally to compete for the honor of creating the winning design, and that by this method a memorial worthy of the subject would be obtained, embodying the best that architectural skill has to offer. The commission, it is expected, will ask for a further extension of time to permit carrying out this project.

IMPOSING EDIFICE

The commission has already voted on the general character and site of the memorial. The memorial favored by the commission is an imposing edifice to be build on an island in the Charles River basin. The memorial, contrary to published reports, would probably cost less than $2,000,000, rather than more than that sum.

The memorial would be situated east of the Harvard bridge and contiguous to that span. Whether or not it should be directly connected with the bridge by steps or other means is a point to be left for the determination of the successful architect, assuming the Legislature accept the recommendations in full. The commission will hold one more meeting before submitting its report to the Legislature, although the principal points of the report have already been agreed upon.

The report will be "unanimous" in the sense that according to present indications it will bear the signature of every one of the 20 members. However, it is known that there has been some slight disagreement recorded against the character and site chosen for the memorial. The commission generally favored a memorial which would be exclusively "idealistic, inspirational and spiritual," and has laid great stress on the element of beauty and the adaptation of the "skyline" of the memorial to that of its setting.

NON-UTILITARIAN TYPE

It is known that there has been some slight opposing sentiment in favor of a memorial which would be in a place more readily accessible and which should embody utilitarian characteristics as well as the aesthetic and inspirational. It was represented that a memorial should be available to war veterans on Memorial day and other like occasions when they might participate in memorial exercises in an auditorium or chapel within the memorial. The contemplated memorial would not embody these or any other utilitarian features.

The commission, in favoring the non-utilitarian type of memorial, followed the sentiment expressed by the American Legion of this state last October. The executive committee of the Massachusetts department of the legion went on record at that time as favoring a memorial of the "inspirational" type. Whatever slight differences have asserted themselves have been composed, however, and it is expected all members will sign the report.

TRANSCRIPT 1/11/30

Dock Square Owners Must Accept or Sue

Owners of property in the vicinity of Dock square must accept the offer of the previous administration on the settlement of their assessments levied in connection with the widening of Dock square and Faneuil Hall square or submit their cases to court, they were told by Mayor Curley through their attorneys yesterday. A total of 180 parcels are involved. Mayor Nichols two weeks ago suggested a reduction of 50 per cent of the assessments nearest the improvement and 70 per cent for the remoter parcels. Several of the attorneys declared that they were ready to accept the offer, but felt that they should not be compelled to sue if other attorneys held out.

TRANSCRIPT 1/11/30

Curley Plans East Boston Strandway

In a legislative bill to be filed Monday, Mayor Curley's plans for the construction of a two-mile $1,000,000 strandway along the East Boston harbor front from World War Memorial Park to the Winthrop line, will be revealed. The bill will provide that the Metropolitan Park Commission build the link as a part of the system.

Under the plans, the development would be similar to the South Boston Strandway and Columbus Park, for it provides for the reclaiming of the flats above low water, the construction of a beach and a double motor parkway along the shore.

The parkway would start at Neptune road, skirt World War Memorial Park, proceed along the harbor side of the Narrow Gauge railroad tracks to Orient Heights and then along Bayswater street to the bridge at Belle Isle inlet which crosses to Winthrop.

As Neptune road was made a double highway with a reservation in the middle under plans carried out by Mayor Curley during his last administration, a new bridge would be built over the Narrow Gauge tracks at World War Memorial Park to make it as wide as the proposed strandway.

Further plans would provide for a connection between the new strandway and the East Boston traffic tunnel terminal in the vicinity of Porter street. The Metropolitan Planning Division has already projected plans for a connection between the East Boston traffic tunnel and Newburyport Turnpike.

AMERICAN 1/11/30

Calls Labor Conference

Mayor Curley is seeking to avert controversy or strikes in the building trades this year. In an effort to secure definite assurances that there will be no interruptions on construction projects, he has invited representatives of the Building Trades Employers' Association and the building trades council to confer with him Monday afternoon.

AMERICAN 1/11/30

DEDICATE NEW AIRPORT PLANT TONIGHT

By GEORGE HAMBLIN

East Coast Aircraft Corp's new building will be dedicated tonight, and will be open tomorrow for public inspection.

According to the "world's busiest man," Frank LeMan, who hasn't had a decent night's sleep in the past month or so, what with all the details necessary for the dedication on his mind, about 100 invited guests will attend the banquet and dance.

Mayor Curley notified LeMan that he would be unable to attend, but had commissioned Joseph A. Conry, traffic commissioner, to represent him. Park Commissioner William P. Long and Airport Superintendent Albert L. Edson will comprise the representatives of the city.

The list of invited guests looks like a Who's Who in aviation, for almost everyone of the big boys in the Curtiss-Wright group in New York have been invited, and a whole tri-motor Ford load of Wright Aeronautical officials will be flown up.

The Travel Air monoplane in the showroom will be removed and the caterer will set up his tables. As the floor has been varnished and waxed, dancing will follow the banquet.

A little thing like snow, sleet and rain doesn't mean a thing to Crocker Snow, president of Skyways, Inc., for that worthy defied the elements, climbed into a Moth and flew to Springfield with a document that had to be in court in Springfield before 3 o'clock.

Gus Ham, chief pilot for the Walter S. Rogers and Associates, is walking around with his chest stuck out a mile, and grinning all over his face, because his first student, Eddie Steptoe, of Dorchester, went solo in the Davis monoplane after only three hours and 20 minutes of instruction.

The largest gasoline tank ever seen on the airport, with a capacity of 12,000 gallons, was lowered into the ground outside East Coast's building. One of the most interested spectators who braved the cold wind and sleet was Eddie Edson, who remarked that the tank would hold enough gasoline for him to drive his car for umpteen years.

TRAVELER 1/11/30

STRANDWAY FOR ORIENT HEIGHTS

Mayor Approves $1,000,000 Project—Beach and Park Included

A million dollar strandway, similar to the one skirting Columbus park, South Boston, which would provide a bathing beach and waterfront park in the Bayswater section of Orient Heights is a long awaited improvement for that part of the city to which Mayor Curley has given his approval.

It is planned to expend about $750,000 on the project this year, of which some $540,000 would be used in hydraulic dredging of 1,800,000 feet of material from which the park and strandway would be created.

Plans for the project, prepared under the direction of Park Commissioner William P. Long, call for a reclamation of the land from the present World War Memorial park, East Boston, to Belle Isle inlet at the Winthrop boundary line on Saratoga street.

The park at which this new area would begin has been suggested to park department officials as an ideal location for the state's world war memorial.

FUTURE EXTENSION

Provision has been made for a future extension of the proposed strandway from World War Memorial park to the East Boston portal of the new vehicular tunnel, affording, thereby, a direct traffic thoroughfare from Boston to Winthrop by a waterfront highway which would be part of the municipal park system.

In anticipation of such a project, Mayor Curley during his last administration caused Neptune road, East Boston, the entrance to World War Memorial park, to become a 90-foot roadway, with a reservation for shrubs and trees in the centre.

The strandway development contemplates a continuation of Neptune road, following the new shore line along a circuitous route of a mile and a half beyond the end of Bayswater street to Belle Isle inlet, where it would join Saratoga street at the point where the latter thoroughfare becomes Main street, Winthrop.

FILL-IN NECESSARY

To bring about this huge undertaking it would be necessary to fill in two large areas which at the present time are covered by water only at high tide.

The larger of these two areas begins at the northeast edge of World War Memorial park. Today, the only land between the Bennington street cemetery and the harbor is a narrow fill which forms the roadbed of the Narrow Gauge railroad.

This stretch of mud flats extends northeast to the Harbor View depot of the Narrow Gauge line.

The second indentation which would be reclaimed extends northeast from a point near Wordsworth street to within 200 yards of the Orient Heights station of the Narrow Gauge.

This development and the plan of the metropolitan planning division for a new thoroughfare, joining Day square, East Boston, with the Newburyport turnpike, preferably by a physical connection with the international highway in Revere, which joins the turnpike in Malden, propose improvements which are intended to be of great benefit to East Boston.

HERALD 1/11/30

NEW HOUSE BILL ADDS $4,000,000 TO TUNNEL COST

Harriman and Fay Propose Widening of Arteries Leading to Entrance

$20,000,000 TOTAL IS SOUGHT BY MEASURE

Move Made When Curley Announces Plans to Act As Mediator

Mayor Curley stepped into the East Boston tunnel controversy yesterday as a mediator. Out of a conference to be held in City Hall next Tuesday, which all the interested officials are expected to attend, he hopes will come an agreement and soon afterward the start of actual construction.

Scarcely had the mayor's announcement of the conference been made, than a bill was filed in the House which would add $4,000,000 to the cost of the tunnel by including the cost of building several traffic arteries leading to the Boston portals of the tube.

BATEMAN OFFERS BILL

Henry I. Harriman, chairman of the metropolitan planning division, and Frederic H. Fay, chairman of the city planning board of Boston, are sponsors of the bill, which was filed for them by Representative Bateman of Winchester.

Under the provisions of the Harriman-Fay bill, the Boston end of the tunnel would be developed to handle traffic for the south, west and north through the widening and extension of streets leading to Bowdoin and Haymarket squares, and to Atlantic avenue.

To do this, Chardon street would be widened to its full length, thus giving access to Bowdoin square and Cambridge street; Merrimac street would be widened from Chardon street to Haymarket square; Haymarket square would be enlarged and improved; Cross street would be widened and extended from Haymarket square to the tunnel plaza; and a further widening and extension of Cross street in a substantially direct line to Atlantic avenue made.

As a substitute for the Cross street-Atlantic avenue widening, the bill provides an alternative of a new street to be "substantially parallel to the extended Cross street from the plaza to Atlantic avenue."

Because they estimate that fully $4,000,000 is needed to pay for this improvement in traffic arteries leading to the Boston portal, the sponsors request that the limit of the amount granted by the Legislature for the construction of the tube be raised from $16,000,000 to $20,000,000.

RATE OF TOLLS SET

The matter of tolls for the tunnel, left at the discretion of the public works department in the original act, would be limited to 27 cents under the new bill. Should moneys received exceed sinking fund requirements in any year, the department is empowered to return such money to the treasury and set a lower rate. Should a deficit occur, the city, under the provisions of section 11 of the act, would have to make up the sum.

One of the Harriman tunnel plans was for a double tube tunnel which the transit commission said was never contemplated by the Legislature. The Harriman-Fay bill would leave optional the choice of the city between a single or double tube tunnel.

This move by Messrs. Harriman and Fay has upset calculations. For one thing, every one concerned gave considerable attention to the tunnel but apparently left the traffic arteries wait for a more auspicious moment.

Now the Harriman-Fay combination has centred attention on this phase and, with the increased cost, considerable opposition may develop.

Chairman Goodwin, throughout the controversy in the final days of the Nichols administration, worked in conjunction with the transit commissioners. Whether that line-up will continue is a question yet to be decided.

When told last night of the Harriman-Fay bill, Mayor Curley said:

> We are always glad to learn of anything new by Mr. Harriman, because we know it is the result of careful thinking.
>
> Next Tuesday there will be a conference at City Hall, to which have been invited the members of the metropolitan planning division, the Boston transit commission, the city planning board and the finance commission.
>
> I hope that the conference will reach an agreement and we will be able to begin construction of the tunnel very soon.

Frank A. Goodwin, chairman of the finance commission, indicated his attitude toward the latest move by Mr. Harriman, when he said:

"I prefer not to comment until I know his final plans."

While Mayor Curley has not been actively identified with any one of the several plans offered for the tube, it is no secret that he places high value upon the ability of the transit department to perform its functions.

At one stage of the tunnel controversy he indicated by comment that he was impressed by the recommendations of the transit commissioners, who opposed the modified Harriman plan that Mayor Nichols finally accepted.

CURLEY STANDS PAT ON DOCK SQ. DISPUTE

Pay up or Go to Court, His Answer to Landowners

Property owners upon whom betterment assessments of $872,500 were levied as a result of the Dock square widening were told by Mayor Curley yesterday, at a conference in his office, that unless they accept the assessments their only alternative is to resort to court proceedings.

He informed about 50 attorneys representing owners of 180 parcels of property that there will be no further reductions in the assessments recommended by the city real estate experts.

Months ago ex-Mayor Nichols, in reply to concerted and vigorous protests of property owners, offered to compromise on the basis of a 50 per cent. abatement in the immediate vicinity of Dock square and 70 per cent. in adjacent streets.

Yesterday Mayor Curley was told that the widening had not been a benefit but a distinct liability and that the district had practically ceased to have any appreciable value as a retail trade centre. Properties are for sale at less than the assessed valuations and the predicted enhancement of values has not occurred.

Protests from several attorneys were immediately registered. They said that their clients are prepared to accept the decision of the city and that they did not feel that they should be bound by the refusal of a minority of owners to agree to the assessments.

Pending another conference next Friday when the mayor hopes that the matter will be erased from the records as one of the controversies to which he fell heir property owners agreeable to settle will confer with the corporation counsel. Agreements must be submitted to the finance commission at least 10 days before the abatements authorized by ex-Mayor Nichols can be approved by the street commissioners.

HERALD 1/11/30

FIRE INSURANCE CITY PROBLEM

Boston Rates Are Highest Among Large Cities, It Is Alleged

EXPERTS DISCUSS REFORMS NEEDED

By RALPH HARBER

Boston's fire insurance rate, the highest of any large city in the country, is one of the major problems which faces Mayor Curley's incoming administration.

For two years a special committee on fire insurance rates appointed by Mayor Nichols has wrestled with the problem in exhaustive investigation. The fruit of that work will be included in a weighty report which will come from the printer within a week.

Mayor Curley has indicated his interest in fire insurance rates and will probably do much to lower the present premiums.

The special fire insurance committee has cited obsolete building construction, inadequate building regulations, inefficiency of the fire department due to politics, public indifference and the ineffectiveness of the state department of public safety.

A fire insurance engineer yesterday boiled down the solution of the entire problem to a single sentence—"Reduce fire losses and you will reduce fire insurance rates."

UNCHECKED ARSON

Another insurance executive yesterday said that arson, unchecked, has had much to do with Boston's high rate. There have been many incendiary fires, he said, and the perpetrators have become emboldened by the lack of investigation on the part of authorities and the absence of criminal charges.

In many instances, he declared, efficient investigation could have sought out those who have set fires for profit and brought them to justice. This would have had a deterrent effect on others, also inclined to balanced business losses with checks from fire insurance companies.

Several fire insurance men spoke yesterday of friction that has existed for years between the officials of the Boston fire department and the fire marshal's office, with disastrous results.

Many are of opinion that the investigation of Boston fires should be left entirely to the city fire department, with the state fire marshal's office lending assistance if requested.

"The city fire department has an investigator and a policeman whose job is to investigate fires," said one.

"They are on the scene at the most important time as far as the investigation is concerned—at the time of the fire. Often the state investigator arrives some time after the city investigators and ignores their views regarding the cause of the fires. This friction has worked havoc with the morale of the fire department."

BUILDING REGULATIONS

Another thing hit by insurance men yesterday was building regulations which allow wooden frame buildings of more than two and a half stories in height. This creates fire traps, insurance men said, and whole districts of cheap tenements which are blocked in black on insurance maps as great hazards.

There are parts of the city in Boston proper, East Boston, South Boston, Dorchester and Brighton where whole blocks are considered potential scenes of great conflagrations, by insurance men. All this helps to keep the fire insurance rates high.

Boston is at least a quarter of a century behind in its building construction, according to insurance men. The practice of building stone buildings with wooden interiors is a practice of building perfect furnaces in case of a big fire, experts declare.

Reduction of the age limit for rookie firemen from the 30s to about 25 years is also vitally needed, insurance men say, to bring younger men into the department with their strength and vigor and resulting improvement in fire fighting efficiency.

This reduction in the age maximum will be bitterly opposed by politicians, fire insurance men predict, because of the reduction in numbers that can be handed appointments to the fire department as political plums.

Co-operative work by public officials and the public in general can bring about reduction in fire insurance rates. It has been done in other cities.

In Norfolk, Va., for instance, according to experts, the per capita loss was reduced from over $10 to less than $2. This through a shakeup in the fire department and the creation of general interest in fire prevention.

The reduction in fire losses of nearly three million dollars during two years of Commissioner Hultman's administration will probably mean a reduction of the present high rate this year or next, fire engineers said, provided that the fire losses can be kept down.

The reduction may not amount to a great deal but it will at least be a movement in the right direction. This crumb of comfort was the only optimistic note sounded by fire insurance men yesterday in discussing the general situation.

AMOS 'N' ANDY AT BOSTON CITY HALL

Mayor Curley greeted Amos 'n' Andy at City Hall yesterday noon, but refused to be photographed with them. He talked with the radio entertainers for a few minutes, but the photographer who accompanied them was told that there would be no posing.

Unofficially, it has been made known that the mayor will not lend himself, as the chief executive of the city, to any publicity schemes conceived for the exploitation of theatrical stars or others who believe that photographs in which the mayor of Boston is featured have financial value to them.

Mayor Curley has not refused to meet theatrical people who come to Boston, nor will he decline to give audience and say a word of greeting to other visitors of prominence on the stage or in other affairs. But he will not allow the mayor's office or himself to be commercialized.

Amos 'n' Andy were the first to feel the effects of the new rule.

TO DISCUSS PLANS FOR TERCENTENARY

Curley and Parker Will Meet Tuesday

Boston's participation in the tercentenary celebration will be discussed by Mayor Curley Tuesday with Herbert Parker, chairman of the state commission, at a conference, which has been primarily called to consider the wisdom of re-establishing the mayor's commission on the marking of historical sites.

Need of a definite program of cooperation between the city and the tercentenary commission has been emphasized by Mayor Curley, who pointed out yesterday that there are certain holidays which Boston observes with proper exercises and that it may be possible to work out a program which will link the observance of these holidays with the tercentenary plans.

The mayor started during his previous administration to properly mark Boston's historical sites. Before his term expired 40 had been so marked and the commission believed that at least 100 more should be similarly designated.

During the Nichols administration the work was abandoned but it is the plan of Mayor Curley to revive the commission. Its former personnel Judges Thomas H. Dowd and Frank Leveroni, Walter K. Watkins, Wilfred H. Kelley, Charles K. Bolton, John F. Paramino, J. Philip O'Connell and James P. Balfe, has been invited to the Tuesday conference together with Richard A. Fisher, Judge David A. Lourie and John J. Walsh.

In connection with the tercentenary the mayor believes that all historical sites in Boston should be recognized as worthy of the attention of visitors and proper marking is looked upon as an essential need.

MAYOR ACTS TO BAR BUILDING STRIKES

Calls Conference of Parties For Monday

Mayor Curley moved yesterday to avert controversy or strikes in the building trades this year. In an effort to secure definite assurances that there will be no interruptions on construction projects, he has invited representatives of the Building Trades Employers' Association and the building trades council to confer with him Monday afternoon.

On his invitation the mayor said: "Conferences upon building construction, held during the week of Jan. 6, have resulted, between pledges and programs under consideration, in projects in excess of $20,000,000.

"To facilitate the contemplated work and to guarantee continuity, it is desirable that the building trades employers and the building trades employes be in agreement as to wage scales and conditions governing employer and employe." He outlined the purpose of the conference as consideration and agreement on a program which will make possible harmonious action and constructive progress.

HERALD 1/11/30

Conry Goes to Capital to Seek Transfer of Governor's Island

In furtherance of plans to extend the airport to Governor's island, which necessitates the transfer of title to the island from the federal government to the city, Mayor Curley has sent Joseph A. Conry to Washington to co-operate with Senators Walsh and Gillett and Congressmen Douglass and McCormack in negotiating the transfer.

An executive order will be sufficient, in the judgment of Mr. Conry, who was instrumental 20 years ago in obtaining a similar transfer, the effect of which was nullified when the federal government took over the island during the world war without, however, executing plans to make use of it as a naval base.

Mayor Curley has decided that with the transfer of title work can be immediately started at the island. Much grading must be done, and the vast quantity of granite available there will make possible the building of retaining walls and piers. He believes that employment can be furnished to several hundred men.

While Mr. Conry is in Washington he will seek the aid of Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics, in securing the adoption of the mayor's plan for the designation of a suitable area on the island as the location of a dirigible mooring mast.

The ultimate development to which the mayor looks forward is the filling in by hydraulic dredging of the flats between the limits of the airport and the island, and the construction of a waterfront plant of huge size which the mayor believes may be rented to industrial concerns engaged in international trade who need assembly plants at tidewater.

HERALD 1/11/30

APPROVES PLAN

Mayor Indorses Island Memorial Project

The erection of a world war memorial on an island in the Charles river has the enthusiastic approval of Mayor Curley, who believes that the location is particularly advantageous and that the consummation of the plans of the state commission will be productive of a variety of valuable benefits.

A committee of 250 created by Mayor Curley, of which ex-Mayor Andrew J. Peters was chairman, made a comprehensive report several years ago in which the plan of creating an island at Harvard bridge, in the centre of the Charles river and the erection of a proper memorial was strongly urged.

The committee considered the matter thoroughly and in its report presented studies of an adequate memorial. The judgment of the state commission is regarded by the mayor as an acceptance of the report of the Peters committee.

The mayor wrote a congratulatory letter yesterday to Col. William Eaton, chairman of the sate commission, in which he alluded to the inspiration which students from every corner of the earth who come annually to educational institutions in Boston and Cambridge will derive from such a memorial as is planned.

It is the mayor's belief that an island in the centre of the river would eventually make the stream tremendously popular for boating because of the fact that an island would be a wind-breaker and would prevent, to a great extent, the rough water which is regarded as a serious danger to other than experienced handlers of boats.

GLOBE 1/11/30

MUST ACCEPT OFFER OR SUE, SAYS MAYOR

Dock-Sq Abutters Wishing to Pay Will Meet Lyons

Widening Has Practically Ended Trade There, Curley Is Told

Following a largely attended conference in the office of Mayor Curley yesterday afternoon, His Honor announced that property owners benefited by the widening of Dock sq and charged with betterment assessments by the city amounting to $872,580, must get together and accept the city's figures or take the cases to court. Attorneys representing 180 parcels of land were present.

The improvement at Dock sq cost the city of Boston $2,596,435, and betterment assessments of $872,580 were levied by the Street Commissioners on properties along the line of widening and on adjacent thoroughfares.

Betterment figures aroused a storm of protest from property owners and in an effort to settle the matter former Mayor Nichols suggested a reduction of 50 percent in the vicinity of the square and 70 percent on the other properties. It was not adjusted, and yesterday Mayor Curley initiated the move to clear up the matter.

Instead of benefiting the locality, many of those present told the Mayor that practically an end was put to retail business in the district. It is said that buildings are empty, property is being offered for sale for less than the assessed valuation and the betterments worked an additional hardship.

Mayor Curley's suggestion met with a protest from many attorneys, who stated they were prepared to accept the compromise suggested by the previous chief executive. They felt they should not be compelled to sue if others declined to accept.

It was then argued that those wanting to settle could confer with the city Law Department. Asst Corporation Counsel Joseph P. Lyons stated that it would be necessary for the city to place the facts in every individual settlement before the Finance Commission at least 10 days before the Street Commissioners could approve the abatement.

Another conference is scheduled for next Friday afternoon, when it is hoped to clear the slate of the affair.

GLOBE 1/11/30

NEW TUNNEL BILL ALTERS APPROACHES

Fay and Harriman Plan Offered by Bateman

Gives Mayor Control of Bond Issues for $20,000,000 Debt Limit

A new East Boston tunnel bill was filed with the Legislature yesterday afternoon on petition of Francis H. Fay and Henry L. Harriman. It was presented by Representative R. Bateman of Winchester, House chairman of the Committee on Judiciary and titular leader of the Republicans.

The first section changes the act as passed last year by providing for "adequate plazas and ramps," approach on the Boston side with widening of Chardon st and Merrimac st, enlargement and improvement of Haymarket sq, widening and extension of Cross st to the tunnel plaza and further in a substantially direct line to Atlantic av (or construction of a street substantially parallel to extended Cross st) and other street approaches on the Boston or East Boston side extending not more than 1000 feet.

Financing Section

The section of last year's bill providing for the financing of the project is amended to read as follows:

"For the purpose of meeting the cost of the tunnel, which shall include all expenses incurred in laying out and constructing the same and all facilities and appurtenances incidental thereto including plazas and street approaches as described in section one, and all land damages, expenses of the department, such proportion of the salaries of the department as may in its opinion be properly chargeable thereto and all interest accruing prior to the use of the tunnel on debt incurred for the foregoing, the treasurer of the city shall, from time to time, on request of the department, with the approval of the Mayor of the city and without any other authority than that contained in this act, issue and sell at public or private sale the bonds of the city, registered or with interest coupons attached, as he may deem best, to an amount not exceeding $20,000,000.

Bond Issues

"Such bonds shall be designated on their face, Traffic Tunnel Bonds, City of Boston, Act of 1929, shall be for such terms, not exceeding 50 years, as the Mayor and the treasurer of the city may determine, and shall bear such interest, payable semiannually, as the Mayor and the treasurer of the city may determine. Such bonds may be called, retired and canceled by the city on any date upon which interest is payable on said bonds after 20 years from their respective dates, by payment by the city of the amount of the face of said bonds with any accumulated unpaid interest, and the bonds shall contain a statement to such effect.

"The proceeds of such bonds shall be used only to meet the cost of the tunnel as hereinbefore defined. The debt incurred from time to time under the provisions of this act shall be included in determining the limit of indebtedness of the city as established by law.

Tolls and Sinking Fund

"The Board of Sinking Fund Commissioners of the city shall establish a sinking fund for the payment of the bonds issued under authority hereof. There shall annually be paid into such fund from tolls and charges or otherwise as hereinafter provided such sum at least as is necessary to provide for the payment of the principal of all such bonds at the expiration of 50 years from their respective dates; provided, that the first payment into said fund shall not be made prior to the expiration of one year after the entire tunnel is in operation.

"Upon and after the completion of the tunnel as aforesaid there shall also be paid into said fund the proceeds received from any sales or leases under Section 4 and the balance of the proceeds of any bonds previously issued hereunder and no longer required for construction purposes.

"All tolls, rents, percentages, compensation and other charges received for any use of the tunnel shall be used by the treasurer of the city only to meet the operating costs and, subject to the provisions of Section 12, the excess in any years of such tolls and charges over operating costs shall be paid into said fund."

GOODWIN ASKS MORE FOR FINANCE BOARD

Wants Increase to $55,000 in Appropriation

Investigations Sought on Police, Shoe Industry, Unemployment

A variety of bills is pouring in upon the 1930 Legislature and will continue with increasing volume until the final hour for receiving new business—this afternoon at 5 o'clock at offices of the clerks of the Senate and House.

Chairman Frank A. Goodwin of the Boston Finance Commission has asked for an increase from $45,000 to $55,000 in the annual appropriation for the commission.

A resolve for a special commission of one Senator, three Representatives and three appointed by the Governor to investigate the Boston Police Department is sought by Representative James S. Coffey of East Boston. The inquiry as proposed would include the administration of the department and the conduct of its officers.

Another measure offered by Representative Coffey would give the holder of a ticket at a bout that had been declared "no contest" the right to occupy the same seat, without additional cost, at the next bout.

SEEKS TO GET BACK GOVERNORS ISLAND

Conry Will Enlist Aid at Washington

Belief President Will Grant Site for Curley's Addition to Airport

The plan of Mayor Curley to add Governors Island to the Boston Airport development encountered a snag when it was was discovered that the Navy authorities at Washington are loath to release the island, now that they have it back as a result of the World War.

In 1900 Joseph A. Conry, then Congressman, obtained the ceding of the island from the Federal Government to the city of Boston. When the World War broke out the island was taken by the Government by Executive order, the power being reserved in the original transfer.

Mayor Curley has been in communication with Congressmen Douglass and McCormack, and from them learned the attitude of the Navy Department, which believes it might make a good oil storage base.

As a result, Mr Conry, recently named traffic commissioner by Mayor Curley, will start on Sunday night for Washington to present the Mayor's plan to the Boston Congressmen and Senators Walsh and Gillett. Mr Conry said he believes the island can be returned to the city without an act of Congress.

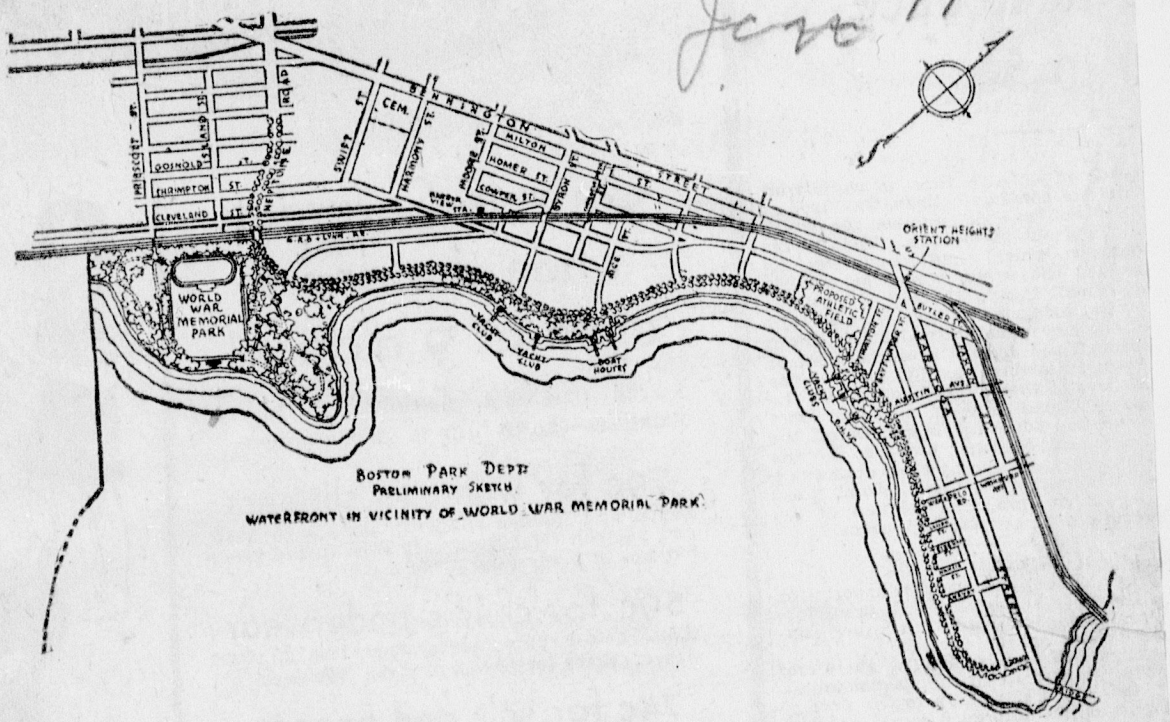
That President Hoover will grant the order is expected because of the President's intense interest in starting public works at once. Grading will begin as soon as the island is transferred. The Mayor's intention to locate a mooring mast on the island is expected to result in cooperation by Admiral Moffett, chief of the Bureau of Aeronautics.

If the transfer is quickly accomplished several hundred men can be put to work.

GLOBE 1/11/30

NEW STRANDWAY TO BELLE ISLE INLET, EAST BOSTON, IS PROPOSED BY CURLEY

Mayor to Ask That Legislature Direct Building of Million-Dollar Road in Bayswater Section



SKETCH OF PROPOSED EAST BOSTON STRANDWAY

Mayor Curley announced yesterday that he intended to file a bill in the Legislature asking the Metropolitan Park Commission to construct a proposed $1,000,000 strandway for the Bayswater section of East Boston, starting at World War Memorial Park, formerly known as Wood Island Park, and running to the Winthrop bridge over Belle Isle Inlet.

Plans for the proposed improvement were prepared under the direction of Park Commissioner William P. Long, who submitted them to Mayor Curley. The latter gave them hearty indorsement. Many acres of flats will be reclaimed and made into park land.

During Mayor Curley's last administration Neptune road, the approach to World War Memorial Park, was made 90-foot thoroughfare, with trees, shrubs and walks down the center.

The new development contemplates continuation of the 90-foot roadway from the park, following a shore line of two miles to Belle Isle Inlet.

The project calls for 1,860,000 feet of hydraulic fill, 90,000 cubic yards of sands for bathing beach purposes, 28,000 cubic yards of cinder foundation, 40,000 yards of paving, 22,000 yards of concrete walks and 14,000 yards of loam for the reservation in the center.

MAYOR CURLEY CALLS BUILDING TRADES SESSION

With pledges of a building program exceeding $20,000,000, Mayor Curley is desirous that nothing shall interfere with it, and he has called a conference for Monday, Jan 13, and invited John F. Walsh of the Building Trades Employers' Association and E. A. Johnson, secretary of the Building Trades' Council.

In his letter to Mr Walsh and Mr Johnson he called attention to the pledges and programs under consideration, and said that "to facilitate the contemplated work and to guarantee continuity it is desirable that the building trades' employers and the building trades' employes be in agreement as to wage scales and conditions governing employer and employe."

Post 1/11/30

GOW WANTS P. O. SITE IN NEW PLACE

Logan to Sound Out Curley for His Idea on Matter

POSTMASTER SEES NEED OF CHANGE

Location Nearby Is Far Better in His Opinion

Postmaster Charles R. Gow last night expressed himself as being strongly opposed to having the new Federal building constructed on the site of the old one, claiming it would be a "fatal mistake" to rebuild on the basis of 70 years ago.

His statement was forthcoming following a conference between him and Van Ness Bates, prominently associated with the Webster and Atlas Bank, relative to the possibility of having the Treasury Department at Washington choose another more spacious area close by.

Details His Objections

"Though I have said nothing to this effect before now," he went on, "I have always been convinced of these ideas. This increase in space is vitally important, in my opinion, as regards the public, particularly.

"Under present plans," the postmaster added, "it will become necessary for persons wishing to do business in the proposed Postoffice to go up to the second floor in certain instances, as, say, to register letters, owing to lack of adequate quarters on the first floor.

"Then there is another matter that should be regarded," he declared. "In the new Postoffice proposed for the present site about 25 per cent, according to my estimates, of the total area over the fifth floor will practically go to waste.

Need of Large Ground Floor

"By virtue of the fact that the site is a square one it means huge recesses will have to be provided for to allow light into the office rooms, whereas a building constructed on an elongated area, for example, could avoid this waste. In the latter instance the corridors could run down through the centre and the light come into the offices from either side on the outdoors, thereby avoiding, of course, the seeming sacrifice of valuable space.

"It is my candid opinion," Postmaster Gow concluded, "that every consideration should be given the public. I hardly see why it should be necessary for them to climb up to the second floor to transact their business. The ground floor of this new building should be large enough to take care of all this. As regards offices of the postal authorities that doesn't really make so much difference for it is in such cases immaterial whether a man in this category is on the fifth or the 15th floor."

"Present Area Would Be Useless"

As to the new postoffice, Postmaster Gow confirmed the statement of Bates that the area now occupied less than a stone's throw away might well and advantageously be selected.

In his statement Bates said: "Postmaster Gow told me following our conference today that he is in accord with the suggestion that the present area of the old postoffice which comprises 51,000 square feet would be useless for a new postoffice building there. He told me that he is very much in approval of the suggestion that the site now occupied by the New England Mutual Insurance Company and others could be used for the new postoffice.

"This other site, which is, of course, close by, is bounded by Milk, Congress, Franklin and Pearl streets and comprises 80,000 square feet of land instead of the 64,000 square feet originally reported. There is an interior court which was not accounted for previously that boosts the total area available there to the figure now given.

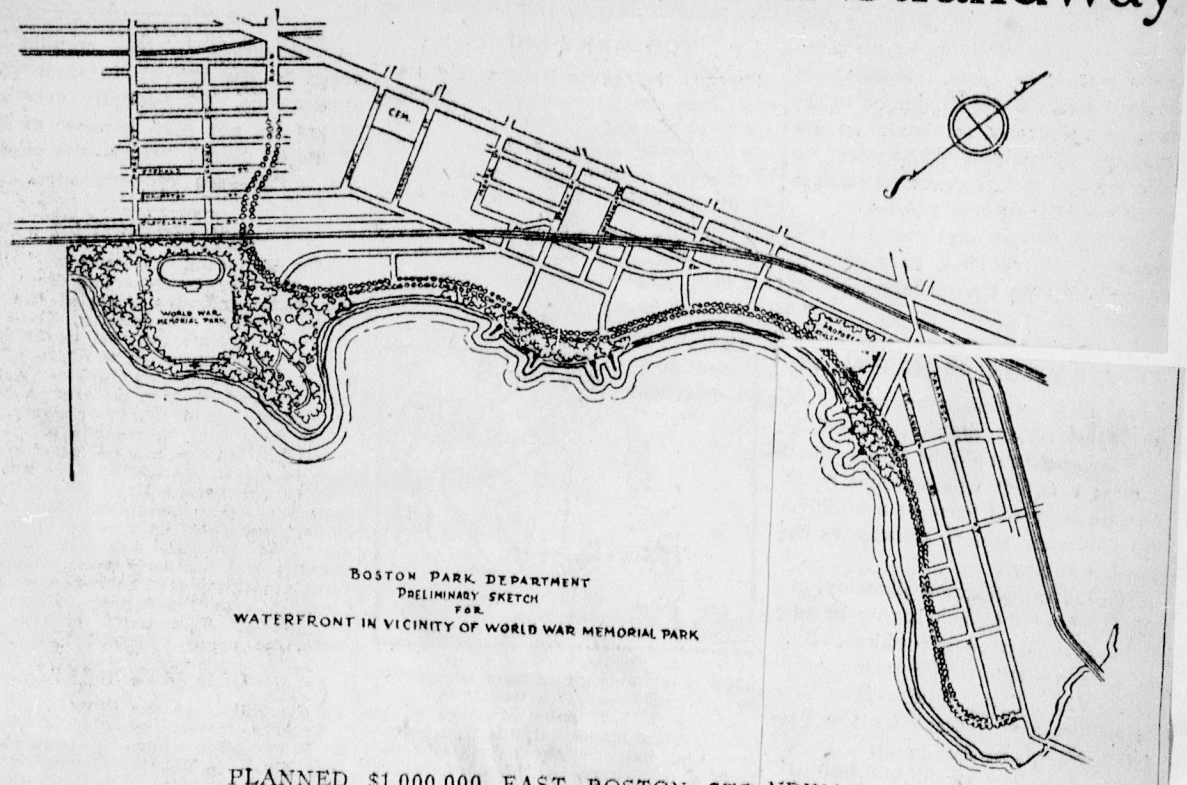
Mr. Bates also conferred yesterday with General Clarence R. Edward relative to the selection of another site for Boston's new postoffice and having the old area used for other purposes such as, possibly, a public center. The general, who has strongly sponsored the site of the Charles River Basin for the location of the State's war memorial, told Bates he knew of no reason why the area—bounded by Congress, Devonshire, Water and Milk streets—could not be used by the city for erecting a war memorial or for a commemoration of the current tercentenary celebration.

Another development yesterday in connection with attempts to have another site close by chosen for the scene of the new Federal building in preference to the old site was the announcement that on Thursday, General Edward L. Logan, judge of the South Boston Municipal Court and a member of the special war memorial commission, is to approach Mayor Curley at City Hall with a view of determining just how the chief executive stands on the matter.

"It is important to remember," remarked Postmaster Gow, "that the old Postoffice was built on a site considered adequate for 70 years ago. It hardly seems logical that this area would be spacious enough for now, not to mention some 50 or 75 years hence. Personally I think that the amount of space for the new Postoffice building should be increased from 50 to 75 per cent.

POST 1/11/30

Complete Plans for $1,000,000 Two-Mile East Boston Strandway



PLANNED $1,000,000 EAST BOSTON STRANDWAY

Here is the Park department plan, sponsored by Mayor Curley, for the construction of a two-mile strandway along the East Boston waterfront from Neptune road, near World War Memorial Park, along the Narrow Gauge tracks and Bayswater street at Orient Heights to the Winthrop bridge over Belle Isle inlet. Plan above shows how the proposed double-barrel parkway would run over filled ground on the arborside of the railroad. The reclaimed land would be sanded to form beaches, and the reservation would be planted with trees, shrubs and flowers. The Mayor will present his plan to the Legislature next Monday. The double row of tiny circles, indicating trees, shows course of new boulevard.

Plans for the construction of a two-mile, $1,000,000 strandway along the East Boston harbor front from World War Memorial Park to the Winthrop line were completed last night by Mayor Curley in a legislative bill which will be filed Monday at the State House, providing that the Metropolitan Park Commission build the link as part of its far-reaching park system.

Under the plans, the development would be similar to the South Boston Strandway and Columbus Park, for it provides for the reclaiming of the flats above low water, the construction of a beach and a double-barreled motor parkway along the shore.

The parkway would start at Neptune road, skirt World War Memorial Park, proceed along the harbor side of the Narrow Gauge railroad tracks to Orient Heights and then along Bayswater street to the bridge at Belle Isle inlet which crosses over to Winthrop.

As Neptune road was made a double-barreled highway with a reservation in the centre under plans carried out by Mayor Curley during his last administration, a new bridge would be built over the Narrow Gauge tracks at World War Memorial Park to make it as wide as the proposed strandway.

Future plans would provide for a connection between the new strandway and the East Boston traffic tunnel terminal in the vicinity of Porter street. The Metropolitan planning division has already projected plans for a connection between the East Boston traffic tunnel and the Newburyport turnpike.

AT WORK UPON ISLAND PLAN

Architects Busy With Memorial Idea

Architects are now working separately on sketches of the proposed war memorial structure which would occupy the centre of an artificial island to be created adjoining the east side of a new Harvard bridge, in connection with the Commonwealth's tribute to her heroes of all conflicts the country has engaged in, it was learned last night.

Charles Coolidge, widely recognized Boston architect, who has been working with the commission, is, it is understood, playing a vital part in helping the commission, with the other architects, in determining just what type of memorial structure would be the most fitting and equally impressive on the artificial island. From present indications it appears as if something along the lines of a shrine would be favored—a structure of inspirational design rather than something involving utilitarian facilities also.

The cost of the artificial island alone would, it is understood, be about $500,000. This amount is separate and apart from the memorial structure which would be erected, according to reports, at a cost of approximately $2,000,000.

RECORD 1/11/30

Curley Appointee Takes Employment Office



J. J. Shields, appointed municipal employment director by Mayor Curley, took office yesterday at City Hall. With many citizens out of employment, the task of the new director will be a difficult one.

POST 1/11/30

REFUSE CANS NOT COLLECTED

Vote to Send Photos of Litter to the Mayor

Launched on a campaign to compel proper collection of refuse from overloaded rubbish cans on South End street corners the Boston Rooming House Association last night voted to send a barrage of photographs of the ungathered litter to the Mayor of Boston and the newspapers until such time as the evil is remedied by the proper city departments.

Meeting in the assembly hall of the English High School the association wasted no time in getting down to business, and pictures were ordered taken of the disreputable spectacles where bundled garbage and trash is left at the trash cans piled on the sidewalks when they are full, and sometimes left for a day or so before they are taken away.

Sometimes the condition of certain street corners is an astonishing and disgusting litter, speakers said, because of the work of cats and boys, the one scattering the overflow bundles in search of scraps of food, the others kicking the rubbish around for the sheer joy of it.

The pictures of the uncollected litter will be taken by flashlight, at night, when they are at their worst, it was directed by the association last night

This action follows similar action by the Beacon Hill Association which, meeting at the 20th Century Club a few nights ago, voted to employ a dirt and refuse scout to prowl over Beacon Hill and report on all uncollected rubbish and uncleaned streets. Mention of the Beacon Hill action figured in last night's discussion of the South End situation.

Settlement Near in Dock Sq. Dispute

Following a conference yesterday with 50 attorneys representing property owners in the vicinty of Dock sq., Mayor Curley announced that the figures of the City Hall real estate experts must be accepted or the cases will have to be fought out in court.

The attorneys representing owners who have received betterment assessments were advised to get together and accept the city's figures. The attorneys told the Mayor that retail business in the Dock sq. section is practically at an end since the widening.

POST 1/11/30

SEEKS ISLAND FOR AIRPORT

Conry to Urge Return by Federal Government

Upon learning that the federal government proposed to retain ownership of Governor's Island as a future oil storage base for the navy, Mayor Curley last night assigned former Congressman Joseph A. Conry of East Boston, newly appointed traffic commissioner, to go to Washington to get the island for the $1,000,000 extension of the municipal airport.

Former Congressman Conry years ago had Congress cede the island to the city, but it was taken back by the federal government during the war to use it as a naval base to relieve Commonwealth Pier, but was not used for this purpose.

He explained that it was taken for war purposes through an executive order and that it could be returned to the city through a similar order from President Hoover. In view of the President's appeal for public improvements, it was indicated that he would aid Boston in starting the proposed $1,000,000 airport development.

Former Congressman Conry was requested last night by the Mayor to hold a conference Monday at Washington with Senators David I. Walsh and Frederick H. Gillett and the Boston delegation in Congress, as well as the officials of the Navy Department, for the purpose of inducing the federal government to return control of the island to the city.

RECORD 1/11/30

Curley Re-Creates Historic Commission

In an order yesterday, the Commission on the Marking of Historical Sites in Boston was re-established by Mayor James M. Curley. The move was made in view of the Tercentenary Celebration and the various conventions to be held here during the coming year.

POST 1/11/30

MAYOR ASKS BUILDING TRADES TO CONFER

To insure the completion of a $20,000,000 building construction programme in this city, without interruption resulting from strikes or labor disputes, Mayor Curley yesterday invited the representatives of the building trades employers and employees to confer with him next Monday to reach a permanent agreement on wage scales and working conditions.

The Mayor pointed out that during his last administration such an agreement was reached with the result that $79,000,000 worth of buildings were constructed without strikes or lockouts.

HERALD 1/12/30



Mrs. Colin MacDonald, recently appointed city of Boston election commissioner, in conference with Mayor Curley.

Urges Them to Be True to Their Party—Has Praise for Movies

By JOHN E. PEMBER

Mrs. Colin MacDonald, who has just been appointed election commissioner by Mayor Curley, at a salary of $6000 a year, is a living refutation of the familiar anti-suffragist argument that a woman cannot actively engage in politics without sacrificing home and family and abandoning all interest in the things which make up the higher side of life.

Mrs. MacDonald, who lives in a comfortable, old-fashioned house in the Highlands district of Roxbury, where her husband has long been established as a successful family physician, was interviewing the milkman as The Herald reporter approached the door. Conducting the visitor indoors and planting him on a particular soft and "cushy" sofa, beneath an autographed photograph of Rodin's "The Thinker" and opposite a fine Corot reproduction, she explained her ideas in candid and friendly fashion.

"WOMEN SHOULD HAVE INTERESTS OUTSIDE THEIR KITCHEN."

"Women's interests in life should not be confined to the four walls of a kitchen," she said. "Women do have home duties, and the part which they play in the home economics scheme is important and necessary, but it is their duty to take an interest in the affairs of their city and their country—to take part in politics, that is. Women—and men too, for that matter—should support the political party to which they belong, Democrats and Republicans alike, whichever they may happen to be.

"My heart is in the Democratic party and President Wilson is one of my highest ideals, so I feel that I ought to take an active interest in the party activities. I have enjoyed the work I have done on the state committee. I like to be drawn into matters of public interest. I like to meet people and a exchange ideas, to rub along with them, as the saying goes.

"Women in politics have been handicapped by their inexperience. They have not understood the technicalities of political party work. They have imagined it could be run as a woman's club is and they have been disconcerted when they found that it was something quite different. They are like any class which have been introduced to something entirely new in their experience. Women are not used to thinking impersonally, but they are learning fast."

"Do women ask for favors and extra privileges because of their sex?" asked the newspaper man.

FINDS MEN CONSIDERATE

"No," replied Mrs. MacDonald with decision, "so far as I have observed them. There is a disposition to treat them differently by some men. But the politicians, no matter what you may think of them, are apt to treat women with more consideration than ordinary men. That's their business: to get along with all sorts of people, to lend a helping hand."

But to get back to the new commissioner herself. The job, as it happened, dropped from almost a clear sky, and she confesses that even yet she has scarcely readjusted herself to the new conditions. She says that she has had little acquaintance with administrative work, but she is sure that her colleagues on the board will cheerfully impart the necessary knowledge.

"I expect to enjoy it immensely, and after I have learned the routine I intend to be very useful," she remarked.

Mrs. MacDonald has for 30 years administered the affairs of her home with distinguished success—including cooking many thousands of meals—and has raised a family of four children with abundant credit. But she has found—or rather made—time to attend to other things. For example, she is a skilled pianist and used to play in public. Music is one of her great diversions, and the whole family are in fact musically inclined. And not music of the "Banks of the Wabash" order, but the real thing. An evening family "sing" at the MacDonald's is a really noteworthy affair.

They go to the Symphony orchestra concerts regularly and to the grand opera performances whenever there are.

who surreptitiously, or as nearly as possible, use wine or beer or liquor, and yet always speak with admiration of the amendment and the Volstead laws, and would vote now for both if opportunity offered.

ACTIONS OF VARIOUS STATES

The action taken or not taken on the general question of prohibition and of the enforcement of the Volstead law by various states is instructive.

Cont

new composers, I organized a class o women and we studied the new music t our great enjoyment.

FOND OF POETRY

"I like new things. I am fond o reading the new poetry—not that don't like the old as well—and I an especially fond of Edgar Arlington Robinson. Don't you think 'Tristram glorious. I like to open it and rea and reread it at random. Masefiel and Kipling are among my favorites Then there is Edna St. Vincent Millay She's fine! And there are others." She waxed almost lyrical in her admiration of these artists.

"I go to the theatre—to plays tha are worth while," she added, "yes, and to the movies, too. I enjoy the movies and I don't think they are half so bad as some critics try to make them out.

"You can always discriminate, you know. You don't have to go to the poo ones. The trouble with the movies, as I see it, is that the people who are always complaining and finding fault will not pay to see better ones. When the producers endeavor to make pictures conforming to the type these people demand, they refuse to co-operate by supporting them. Then, of course, the producers have to make pictures for the public that will give them support. You may call it commercialism, if you like, but it stands to reason that these men must have money to carry on their business. The remedy? Well, perhaps a subsidy of some sort would solve the problem. It seems to work fairly well in other parts of the world."

SHE READS IN BED

Mrs. MacDonald confessed to being an omniverous reader—when she had the time. Just now, with the telephone ringing steadily and with engagements and correspondence stacking up in formidable fashion, it didn't look as though the new commissioner would have much opportunity for books. Just then she let another cat out of the bag. She is addicted to reading in bed.

"I know that Abbe Dimnet, in his 'The Art of Thinking,' says that all oculists and most moralists condemn the practice and that my husband agreed with him," she said, "but my oculist contradicted that notion and declared that it was old-fashioned and not based on exact knowledge.

"As a matter of fact, he told me that if I had the right sort of light, placed at the correct distance and angle, and that if I lay in a proper position, I could not read under more favorable circumstances. So that is when I do the bulk of my reading."

This will indeed be glad news to many inveterate bed-readers who have been warned that they are "ruining their eyes" by the habit, but who have continued nevertheless to defy conscience and mentors alike. They will have authority to quote to the contrary, now.

ACTIVE FOR WOMAN SUFFRAGE

Returning to political matters for a moment, Mrs. MacDonald said she first became interested in politics during the campaign for woman suffrage. She was a member of the Massachusetts Woman's Suffrage Association, now the League of Women Voters. When women got the vote she believed in putting into practice the principles for which she had fought.

"I believed we should make the best use that we could of this opportunity to have a hand in electing our public officials," she declared. "I have been active in politics ever since and was elected vice-chairman of the state Democratic committee as well as being chosen a delegate to the national convention.

"Do you like speechmaking?" she was asked.

"I won't say I do," she replied. "As a matter of fact, I don't pretend to be a platform artist, but when I am interested in a cause I forget myself and just get up and talk to the crowd as I would to one person whom I wanted to convince."

HERALD 1/12/30

PLANS TO STUDY GREATER BOSTON

Mayor Expects Committee Will Require Year For Work

WILL CONFER WITH SMALL GROUP FRIDAY

Mayor Curley will defer the presentation to the legislature of his Metropolitan Boston plan until a committee, which he has formed, makes an exhaustive study of the advisability of the creation of a greater city and drafts a program of metropolitan unity in governmental activities.

He expects that a year will be required to initiate and launch a definite policy of education and he is hopeful that serious consideration of the ultimate value of a consolidation of the cities and towns in the metropolitan area will eliminate a great deal of the opposition which has been expressed in spite of the lack of a definite plan.

The mayor believes that the people of the cities and towns within the metropolitan area will not object to consideration of such a plan. He has no intention of asking for immediate acceptance, but has determined upon a program of education for the purpose of setting forth in detail not only his own ideas but the opinions of others who favor the creation of a Metropolitan Boston.

The mayor has sounded sentiment upon the desirability of the adoption of a form of metropolitan government based upon the borough system, which has been successful in London, and the suggestion has been so favorably received that in his opinion it "warrants the belief that the citizenship of the cities and towns within the Metropolitan Boston area would consider and possibly accept it."

CONFERENCE ON FRIDAY

In keeping with his desire to have a year devoted to a program of study and education, he has invited a small group to confer with him next Friday, for the purpose of drafting a definite program.

The members are Roger Babson of Wellesley, William H. Ballard, Joseph H. Beale of Harvard law school, March G. Bennett, Ellerton J. Brehaut of the Chamber of Commerce, Wallace H. Donham, professor of economics at Tech; William B. Munro, professor of government at Harvard; Frederic S. Snyder, James P. Murphy of the Record; John J. Fitzpatrick of the American; Frank W. Buxton of The Herald; Clifton B. Carberry of the Post; Charles H. Taylor of the Globe, George S. Mandell of the Transcript; Paul S. Deland of the Monitor; City Clerk Wilfred Doyle, and Elizabeth M. Herlihy, secretary of the city planning board.

CALEDONIAN CLUB TO GIVE CONCERT DANCE

Society's Annual Fete at Hotel Statler Jan. 24

The Boston Caledonian Club will hold its annual entertainment and dance Friday, Jan. 24, in the ballroom, Hotel Statler. This is the society's 76th annual, and Chief Robert Bowie, in charge of the general committee, promises to excel all previous celebrations.

The program bears the names of well-known artists, including Marie Murray, contralto, of the Handel & Haydn Society; Jessie R. MacDonald, soprano; George Neil, tenor, of Scotland, and Edward McHugh, baritone. Pearl's orchestra will furnish music for the evening, augmented by the Caledonian Pipers' Band. Dancing, which will immediately follow the concert, will help make the evening a success. Guests of honor will be Gov. Allen, Mayor Curley and other national and British notables.

All seats are reserved and may be had at Gilchrist's, Herrick's or John Speirs's, 39 High street.

GLOBE 1/13/30

MAYOR CURLEY TO SPEAK BEFORE BOSTON CITY CLUB

Mayor James M. Curley will make an important address Thursday night before the Boston City Club. The Mayor will be introduced by Ex-Congressman Joseph A. Conry, newly appointed traffic commissioner. Mayor Curley and Mr Conry are members of the club.

It is expected that the Mayor, in his address, will deal not only with municipal problems and plans, but the governmental problems of the Metropolitan District. The address will be preceded by an organ concert, which will start at 7:30 o'clock.

GLOBE 1/13/30

JAMES M. CURLEY JR INSTALLED CHIEF RANGER

James M. Curley Jr, was installed as Chief Ranger of Boston's newest "Baby" Court of Foresters last evening when the Bostonia Court No. 235, Massachusetts Catholic Order of Foresters, was organized and a group of young college men and women were installed as charter members.

The new court was instituted by Past Chief Ranger Peter A. Welch, assisted by the following staff members, Miss Frances M. O'Donnell, Miss Ruth Killian, Miss Grace Killian, Dr Helen I. Doherty, past chief ranger, William J. Barry, high outside sentinel and Judge Joseph A. Sheehan.

GLOBE 1/13/30

The fact that Mayor Curley has filed 16 bills with the Legislature seeking authorization for $17,000,000 in loans outside the debt limit of Boston, the money to be used for street widenings and repavings mostly, indicates that Mr Curley has been working at his position as Mayor ever since he was elected.

HERALD 1/12/30

WOULD BORROW 17 MILLIONS FOR NEEDS OF CITY

Mayor Files 16 Bills with Legislature; 10 Millions For Streets

MEASURES ENTERED ON HILL TOTAL 1282

Curley Would Alter Laws Affecting Borrowing by Cities, Towns

Legislation asking for authorization to borrow $17,000,000 outside the debt limit for street widenings and other construction projects formed the greater part of the requests incorporated in the 16 bills filed at the State House yesterday by Mayor Curley. These bills were part of 494 filed in the House and Senate during the day. In all 1282 bills have been filed. The time limit expired last night.

The remainder of the mayor's bills refer to matters outlined in his inaugural address for which legislative sanction is necessary, for changes in existing laws relative to the borrowing capacity of cities and towns, for perfecting amendments to existing zoning laws and for an investigation of the wisdom of minimizing short-term borrowing in anticipation of taxes by cities and towns.

The principal loan authorization which the mayor seeks is the right to borrow $10,000,000 for permanent street pavement.

The mayor's bills are:

To abolish the tax limits in Boston.

Authority to expend $1,000,000 for the widening of Dorchester avenue from Fort Point channel bridge to Old Colony avenue and a similar amount for the widening of Summer and L streets to Broadway, South Boston; the expenditure of $1,000,000 by the metropolitan district commission for a strandway in the Bayswater section of East Boston.

The leasing by the commonwealth to the city of flat lands between the airport and Governor's island, a contribution to the plan to develop 2600 acres of land for the airport and the proposed municipally-owned facilities for the export of American-made equipment.

FOR GOVERNOR SQUARE

Authority to eliminate street railway cars at Governor square, with specific provision that the basic fare on the Elevated shall not exceed 10 cents and that the proposed extension of the Boylston street subway shall be leased to the Elevated upon the basis of 4½ per cent. of its cost. This legislation is asked that the way may be paved for the assessment upon the district served by the Elevated of any deficit which may be due to the additional annual charge of $135,000 for the rental of the extension.

Revision of existing law that the borrowing capacity of cities may be increased 2½ to 3 per cent. of valuation and of towns from 3 to 3½ per cent. Such a change would increase Boston's borrowing capacity $9,000,000.

Revision of existing law which limits the borrowing capacity of Boston to $1,000,000 annually for sewers on the ground that since its enactment the cost of labor and materials has increased 300 per cent.

Provision for the distribution to Boston of all fees collected by the municipal court from violators of motor vehicle laws and for the specific uses of such funds for highway purposes.

Legislation specifying that one-half of the revenue from the tax on gasoline shall be apportioned among cities and towns and expended by them for permanent highways.

Authority to the mayor of Boston to expend $125,000 annually for the entertainment of distinguished visitors and for conventions. It is the idea of Mayor Curley that this would be an ideal method of improving retail business during the summer months and developing Boston into one of the outstanding convention cities.

Legislation to compel other counties in which legal cases arise, which are determined in Suffolk county, to bear the actual costs and thereby relieve Boston of an unwarranted annual expense of $140,000.

Perfecting amendments to the zoning laws, asked by the city planning board, relating to side yards and semi-attached buildings and to substitute members of the board of zoning adjustment.

An investigation by the state tax commissioner of methods to minimize short term borrowing by cities and towns. Boston expended last year $330,000 for interest on such loans and about $2,000,000 was spent in the commonwealth.

Authority to spend $10,000,000, obtained by issuance of bonds outside the debt limit for permanent street paving.

BUILDING TRADES MEN TO MEET WITH MAYOR

Representatives of the Building Trades Employers' Association and the Boston Building Trades' Council, in accepting the invitation for their respective groups to the conference called by Mayor Curley for tomorrow afternoon at City Hall, yesterday commended the mayor's initiative and announced that both sides are prepared to cooperate in his announced $20,000,000 program for Boston.

The employers' association will be represented at the conference by its executive board, according to Secretary John F. Walsh. The council will be represented by 53 business agents of its affiliated unions, E. A. Johnson, secretary of the council, said.

MAY BUILD THE E. BOSTON TUBE

Patrick McGovern Asked to Submit Estimates Informally

Patrick McGovern, the man who built the Dorchester tunnel in Boston, and many others, will probably construct the East Boston vehicular tunnel, it was learned last night. Because of his vast experience he has been asked to submit informally estimates regarding the work.

Other jobs handled by McGovern include the $14,000,000 rapid transit for Philadelphia; which he bid in shortly after he completed his work on the Dorchester tunnel, here. His first big New York job was in 1911 when he bid $2,000,000 for the construction of a section of Lexington avenue subway. At that time he underbid two New York firms, already firmly implanted there.

In 1916 he captured another Gotham plum, this time the $5,000,000 tunnel under the East river, connecting Long Island City with Manhattan. Other jobs were: Montreal viaduct and the section of the East Boston tunnel under Boston harbor. He also constructed sections of the Washington street tunnel.

He was born in County Cavan, Ireland, 59 years ago, and came to this country 35 years ago. He tried his hand at paving in Philadelphia, New York and this city. He was bitten by the gold fever during the Alaskan rush but later returned to this city to start in earnest the career which has made him the most powerful contractor and one of the most capable along the Atlantic seaboard.

The climax of his career came in October, 1928, when he affixed his signature to a contract with the city of New York for the largest sum ever awarded for any contract—$42,692,657.09. For this he will build a 20-mile tunnel to carry water for the city from distant Yonkers to Brooklyn.

This job is a far cry from his first contract here, which needed six men and cost a few thousand dollars.

GLOBE 1/12/30

REAT CITIES, BECOMING TOO BIG, ARE SMOTHERING THE TOWNS AROUND THEM

anning Needed For Whole Regions to Make Life Worth Living—Latest Solution Is to Encourage New Centers Throughout Country, With Belts of Parks to Keep Communities Apart

1/12

By LOUIS M. LYONS

Have our great cities reached their limit of growth?

In this year of census-taking, New York watches a race of skyscraper builders, seeking to mass more people on one spot than ever were massed before. Boston celebrates her 300th anniversary in a tangle of traffic and transit problems.

The city planners shake their heads at the modern city and look beyond metropolitan limits to guide the growth of the future.

The last international planning conference "had no optimistic note whatever for the future of the big city," says a prominent Boston architect who was there.

Short-Lived Skyscrapers

A distinguished structural engineer who has directed some of New York's huge buildings has refused to build any more skyscrapers. He says he can take no pride in such operations even when he can feel that they are safe. He speaks of the "inevitable carelessness" in skyscraper building. It has become accepted practice to drive only six rivets out of ten in New York's new buildings, he says. Builders are having to use inferior steel and are joining it to concrete mixtures that are driving chemists to distraction to find satisfactory assurance of stability.

The engineer does not blame contractor or workmen. They are driven by the architects, who in turn are forced by owners, themselves pressed by the inflated land values that are eating up their capital before they can get a return on it. All are caught in a mad race with time.

And the wrecking crew follows at their heels. The engineer gives a new building in New York an expectation of life of only 29 years.

Must Become Regional-Minded

Only yesterday the flow of population to the city was creating a rural problem behind it. Now it is the backflow of metropolitanism that submerges the suburbs and threatens to engulf the countryside. The city overflows in a formless mass that nobody is proud of, that nobody planned, that everybody who can afford it tries to escape.

But the race to get clear of the spreading city pulls the metropolis still farther out, to change the form of rural villages and swamp symmetrical communities with new problems of urban congestion.

Control of this backflow of the modern metropolis has become the most urgent concern of the city planners. But they are no longer city planners, now that their problem has broken down city lines.

"We have become regional-minded," Mayor Curley said in his inaugural. "The awakening of a new social consciousness among city dwellers may be said to be the most significant tendency of the new century."

Just before him, Gov Allen had urged the Legislature to authorize Massachusetts to participate in "any movement having for its purpose the advancement of New England regional planning."

Wasteful Commuting

New York city's backed-up masses create congestion in three States. Philadelphia has created a Tri-State Planning Conference with a fund of $750,000 to straighten out the mess that has slopped over from that metropolis to cover the surrounding countryside.

The planners are noting that the artifices attempted to relieve metropolitan problems have often multiplied them. The invention of the skyscraper to escape the pressure of high land prices has thrust unforeseen burdens on traffic and transportation.

Where subways have been extended to relieve congestion they inevitably result in increasing it at the center where it is most intolerable.

The armies of city workers pack into bulging cars to come to work. They stand two and three deep at noon to take their turn on stools to eat lunches that are not satisfying but are expensive because of the cost of serving food in congested districts.

Commuting has been forced upon the city worker who would give his family a chance to live decently. But it is the most wasteful activity of his daily life. It saps his nervous energy before he gets to his office and delivers him home at night fatigued to a temper that makes him unfit to live with his family.

The psychoanalysts of Calvin Coolidge fall short of the mark to the extent that they fail to reckon the effect on his character of the relative serenity of life in the small city, where home is up the street from the office. Mr Coolidge never had to rush for the 5:15 or stand for an hour before supper with his nose against someone else's newspaper.

Flood Almost Beyond Control

And what is the result of all this commuting? Men who played in the woods as boys see their children dress up like Indians, but with not so much as a stump to shelter them in their mimic warfare. Towns that once had open country on every side now find themselves merged with other towns into amorphous masses.

The broad highways that open outlets from the metropolis have functioned as channels for the backwash movement from the city. Along them the cities taper off into their cheaper, uglier districts whose sights follow the commuter in his flight from the congestion in town.

It is along these highways that city and town weld together. "Cancerous growths," one city planner has called them.

"There is no need of this bedlam," says Benton Mackaye, noted planner. "The true city is the first victim of the metropolitan flood. Metropolitan chaos sprawls beyond the suburban outskirts and forms a continuous road-town from one city to the next. Drive from Boston to Worcester. The task of controlling such a flood is much the same as that of controlling the flood of water within a river system."

What do the planners plan to do about it?

One turns to William Roger Greeley member of the recently organized New England Planning Conference. Mr Greeley is an architect, with an office opposite the State House on Park st.

What the planners propose, says Mr Greeley, is to encourage a distribution of population by developing new centers—satellites of the metropolis. It is impossible, he admits, to divide the present city. But the planners hope to encourage new centers and guide new population into these channels of more satisfactory living.

How? Well, consider what has been done already, says the architect.

"Do you realize what one little inconspicuous law—a zoning ordinance in New York—has done for city architecture in the last few years? The set-back building that is the present vogue in skyscrapers came about overnight as a device to meet a zoning requirement for light in city buildings. I don't consider the set-back building a social advance. It piles up congestion just like any other skyscraper. But it shows the tremendous effect of a little building law.

Zoning Gives us Courage

"Consider zoning. Five years ago, when some of us went up to the State House for a zoning law, we were met with the objection that a zoning law was an unwarrantable intrusion on the rights of property. Today 83 percent of the population of Massachusetts are living happily under zoning. That one little provision has been revolutionary

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in its effect on living conditions. That is the kind of thing that gives us courage to go farther.

"Look at our highway situation. Five years ago boards of trade were appealing for State highways to run down their shopping streets. Today the same boards of trade are demanding that the State by-pass its trunk highways around their centers. Instead of gaining outside trade from through traffic, they jeopardized their local trade. People had to take their lives in their hands to cross the street in their home towns.

"That right-about-face in the attitude of the towns toward through highways points to the need for some other guide in planning our future development than our prejudices of the moment. The time has come when these things need to be planned out by experts.

"If we are to prevent the destruction of the individuality of our towns we must protect them. Benton Mackaye has likened the problem to the control of a river flood. We need reservoirs and levees to control the backflow of city population. The reservoirs will be the sub-centers or satellite communities. The levees will be belts of open spaces to surround the towns."

The Governor's committee on open spaces has already started us thinking in terms of belts of forest and parkways around our towns. These would prevent the melting together of contiguous towns.

"The greatest of the reservations proposed by the Governor's committee is a wide belt of public parks that would follow a semi-circular highway around the outer limits of the metropolitan area, swinging from Duxbury Beach by way of Charles River Narrows, through Sudbury and Walden Pond in Concord, through Bedford Meadows and Boxford to Plum Island and Salisbury Beach.

"This suggests what may be done on a smaller scale around individual cities and towns. We should work toward a system of satellite cities, each surrounded and cut off from other communities by belts of open country. This is a return to the walled city, with fields and woods substituted for military defenses.

"Definite separation of each community from any other would offset that decay of community spirit and citizenship pride that inevitably follows when towns and cities are merged in a cancerous mass like that which spreads about all the nearer suburbs of Boston.

"Such satellite cities have been created, at Mareimont outside Cincinnati by John Nolen, city planner of Cambridge, and at Radbourne outside New York, by Alexander Bing."

Town Once Had a Plan

Lewis Mumford describes an ideal principle of urban development in the hiving off of bees to form new swarms when the old one becomes too large.

"The most interesting example of a regional development on the hiving off principle we had right here in Massachusetts in our old colonial towns. The town was built around the meeting house and Town Hall where the functions of government were personally attended to by every citizen. When the town grew too large to function as a single unit some inhabitants moved off and organized a separate parish with a new center and separate town government.

"This accounted for the symmetrical and lovely developmen' of the New England town. It had a plan. It was a functional unit. This hiving off has kept on right down to present times.

"Lexington was once Cambridge Farms. Wakefield was a village of Reading. Ayer in my time has hived off from Shirley. The process has never stopped. But in recent years the backflow from Boston has run its suburbs all together.

"Satellite Cities"

"The technique is available by which we can work out methods of regional development that will give us self-respecting towns and cities, each with its outer rim in direct contact with revivifying nature. We can plan along these lines. But left to themselves, things take a more sinister shape.

"We must get our hand on the tiller of evolution. To a great extent in planning for satellite cities we are merely following the trend that people have taken for themselves in escaping the city. Astute modern business has recognized this trend. Chain stores and branch banks have set up on a sub-center basis of doing business.

"The task of the New England Regional Planning Conference, called together by the Governors of the six States last Spring, is to lay a ground plan for a more orderly and harmonious policy of populating our region.

"One concrete piece of regional planning already afoot that will make us a model is that of the Fitchburg area. It stretches from Mt Wachusett to Mt Monadnock, and is called the Montachusett Region. It looks to the future of Fitchburg as a metropolis and is working out a scheme for development around village centers divided from each other by belts of forest and park and meadow land.

Building at Wholesale

"It is not charity, but sound business to build communities that are more attractive, and more efficient and cheaper to live in. It is applying American methods to home-making. It is simply recognition of the modern business principle of giving people what they want, as they do in the movies.

"The house is the largest item in the American family budget. It is the one item in the budget to which American principles have not been applied. We are renting or buying or building houses on the same principle as we did in the days of the stage coach and the hand loom. We buy a single piece of land at retail and build a single house at retail. Why not apply American principles to bring down housing costs by building at wholesale?

"That is what Alexander Bing and his corporation have done in building a brand-new community from the ground up at Radbourne, outside the rim of New York city. My own firm had an illuminating experience as architects for the Harvard Housing Trust in putting up $900,000 worth of apartments for married students in Cambridge.

"They told us Cambridge was overbuilt. But our new apartments, built at wholesale cost by large-scale operations, were quickly taken. It was the old houses that went vacant.

Must Plan the Whole State

"All around Boston, where people have a chance to choose, they are choosing new homes in more attractive surroundings. That is why old houses in the congested sections are a drug on the market while builders are busy putting up new homes in better places.

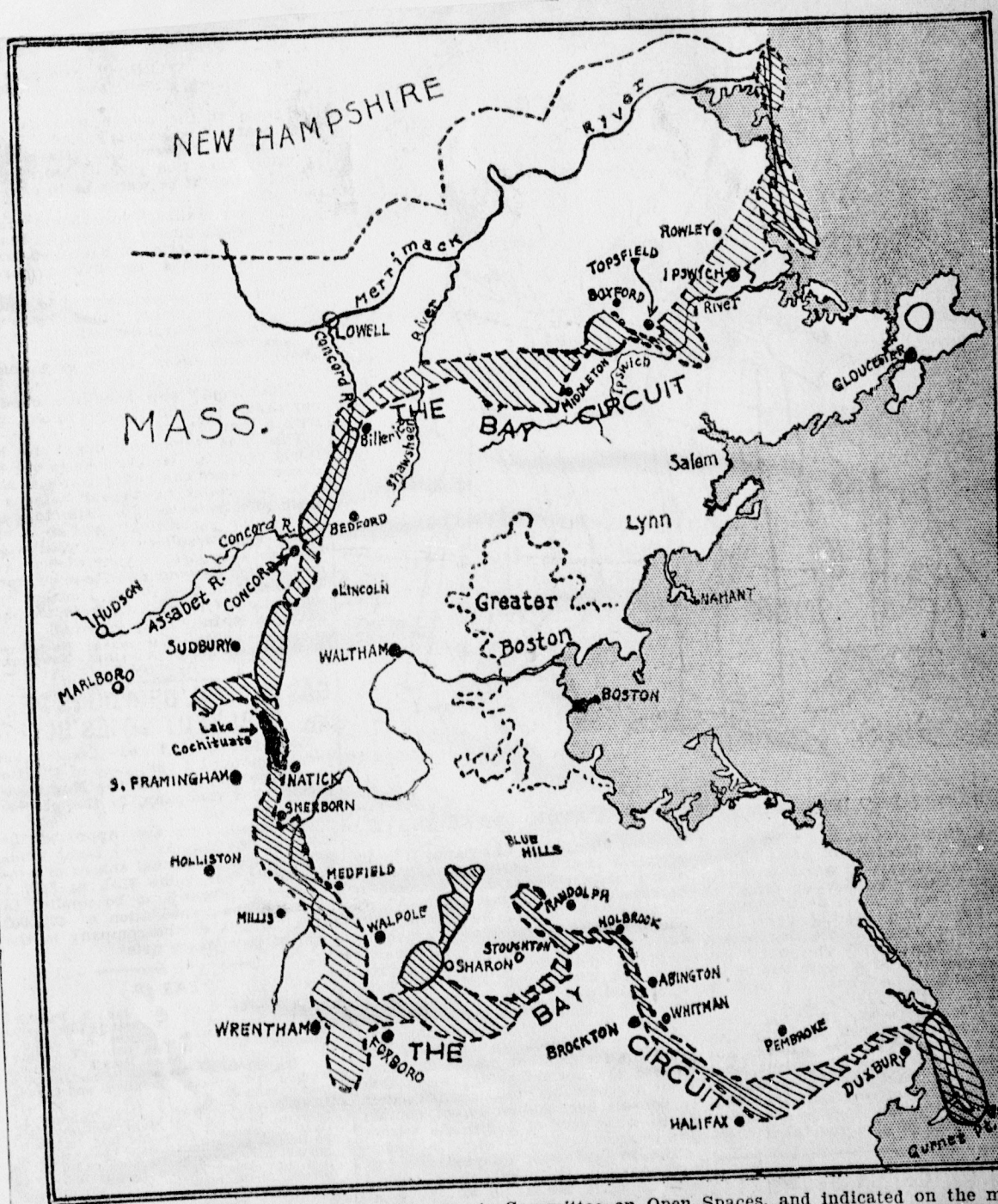
"To make New England a better place to live in, first of all we must have a plan. We must plan New England just as thoroughly as Michigan has done in the epoch-making survey they have just finished of that State. We must study the best uses of every part of our region and obtain cooperation in stabilizing industries in the most favorable locations for them.

"We should guard against the demoralization of failures that results from placing industries and stores in the wrong places, or too many industries or stores in the same places.

"If we plan well, in 25 years we shall all be surprised to find how far this movement for distributing our metropolitan population efficiently into satellite communities has gone. This is an age when ideas spread fast if they are good ideas. How good the idea of developing subcenters outside our great cities is has been proved by the individual efforts of city people to escape the unplanned massing of metropolitan life.

"What we must do is to protest the trend that has already set it, and safeguard the future for those who will increasingly seek a better place to live."

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The bay circuit, proposed by the Governor's Committee on Open Spaces, and indicated on the map, would serve Greater Boston in the same way as the smaller belts of open country urged by the regional planning conference, to surround individual towns and cities.

GLOBE 1/12/30

DECISION ON POLICE STRIKE GAVE SILVERMAN HIS START

By EDWIN F. COLLINS

Sensing that "big doings" would immediately ensue upon the police strike, Sept 9, 1919, Samuel Silverman, who five months before had joined the city Law Department staff as its greenest "rookie," voluntarily "stuck around" after hours that fatal night in its Tremont Building suite.

About 9 o'clock the telephone buzzed. Asst Corporation Counsel Karl Adams was in another room. So Sammy Silverman, then 27, hopped to the 'phone. It was Mayor Andrew J. Peters, asking for citations as to how far the Mayor could take over the State-controlled Boston Police Department in an emergency such as the reign of terror created by lawless, looting mobs, at the moment running wild in various sections of the city.

Within half an hour young Silverman was beside Mayor Peters at City Hall, a copy of the General Laws opened before them on the glass-topped oval table, Silverman pointing to that section of the Acts of 1885 empowering the Mayor to supercede the Police Commissioner in time of "tumult, riot and violent disturbance of public order within the limits of the city of Boston." Mr Peters did so by proclamation next day and at the same time called out militiamen who restored order.

Having performed this dramatic little chore, out of which was to grow a chapter in national history, Sam Silverman did not rest upon his oars. Other Law Department assistants came and went with the changing administrations. Silverman continued to "stick around" and to become increasingly one of its chief props and supports. He successfully handled cases of more and more importance and between times assimilated with certainty the inward sense of the big bulk of municipal law, so-called.

Isn't 38 Yet

Against older, wiser heads in the law, Silverman now contended that the city would not be held liable for claims totaling $250,000 for property stolen in the rioting—and on this issue he fought two test cases successfully from the Municipal to the Supreme Court.

Another legalistic "hot brick" in the form of a Dorchester Tunnel contractor's suit for $350,000 for alleged excess work on his contract had kicked around the Law Department for three years. The audacious Silverman picked up the case, fought it in two Massachusetts courts and then for 360 days before a local Federal master.

Subsequently the case was appealed to the Supreme Court of the United States. Andrew Peters happened to be in Washington at the time, and he it was who sponsored Silverman's petition to appeal before that august tribunal in this case, on which Silverman had prepared a 220-page brief. Silverman not only won the verdict for Boston taxpayers, but the contractor was obliged to pay $19,000 court costs to boot.

Back to City Hall came Mayor Curley, always willing to give a lift to young talent, especially to members of a race that has produced such public servants as Congressman Leopold Morse, Water Commissioner Isaac Rosnosky, Solomon Lewenberg of the Gas and Electric Light Commission, Superior Court Judge David A. Lourie, Public Utilities Commissioner Lewis Goldberg, former United States assistant attorney; Special Justice A. K. Cohen and Associate Justice Elijah Adlow of the Municipal Court, and others.

So Curley naturally picked Silverman as his official right-hand man. Silverman had served up to the chief**ship of his department through all** grades from the lowliest work, in a span of less than 11 years on its staff. Silverman is the first man ever to rise from the department's ranks to lead it, historians say. His elevation probably establishes another record, for he won't be 38 until next May 7.

Under Headmaster Bunker

Born in 1892 at 333 Harrison av, on the edge of the South End Ghetto, Silverman is the son of Jacob and Annie Silverman, who had come hither from Russia only a few years before, through New York's Castle Garden gate. The old folks, living today on Goodale road, Dorchester, are to celebrate their golden wedding anniversary, Jan 29.

Jacob then kept a little grocery shop in Lovering st, later in Seneca st, and Samuel was to gain his first lessons in the complexities of this world when he began carrying baskets.

Never a "teacher's pet," Sam Silverman as a pupil at Quincy Grammar School, Tyler st, was yet able to win in an unusual measure the confidence of that stern old Yankee pedagog who in those days bossed it—Alfred Bunker, more or less affectionately remembered by hundred of his charges now grown to manhood.

Earned His Way

After a year's sickness, Silverman entered Latin School—and at the end of two years won the coveted classical prize for excellence in Greek and Latin. In school contests and in night clubs at Hale House and Lincoln House Settlements, near his home, Sam now exercised his propensity for declaiming and debating, which were to stand him in such good stead as he followed his bent toward the law.

Even before he entered Latin School, Sam found his way into the Quincy Club of old Ward 9, on Washington st beyond Dover st, lair of the then politically powerful James Donovan, late City Clerk, and the then Congressman John A. Keliher. As the club's mascot, Sammie sat in at pow-wows while big decisions were being made, and thus formed the basis of a friendship with Mr Donovan which was to result in the latter's recommendation to Mayor Peters in March, 1919, that the promising young lawyer be given that vacancy in the Law Department.

The slenderness of the Silverman family pocketbook during his four years in Latin School obliged him to do what he could to help, so he earned $7 a week selling candy in the foyer of a South End theatre, where no opera was ever staged. Sunday mornings he earned 75 cents or $1 selling papers at Castle and Washington sts.

Straight as an arrow to its mark, Silverman went to Boston University Law School in 1911, and, to pay his tuition through four years, he worked nightly each season from 11 p m to 7 a m, refilling little slots with packaged candy behind seats in a dozen vaudeville and movie houses. Thus he earned $20 a week, easily enough for his tuition.

In 1915 young Silverman was admitted to the bar, and his inside view of politics, obtained at the Quincy Club, resulted in his being elected to the Legislature, with Deputy Sheriff Thomas F. Donovan. Even though "the baby of the House" at the age of 23, Silverman registered his presence in that one term. Silverman was on the committee which drafted the enabling law and developed the election machinery for the 1917 Constitutional Convention.

And Silverman was again to meet under moving circumstances his old schoolmaster Bunker. Worn out in service, and facing retirement with an inadequate pension, Bunker came to ask an increase in his pension. Silverman's questioning of Bunker in hearing brought out the convincing story, and Silverman led the fight on the floor for increases, which were granted.

Full of courage for the future, Silverman now opened a little law office in the Old South Building. In 1918 he met Beatrice Rosenberg at a social party in New York, and in a few months they were married. Their home is at 65 Nottinghill road, Brighton, and their children are Sarah Jane, 7; and Fred L., 3.

Understandably enough, Benjamin Disraeli, England's great Prime Minister, is Silverman's hero of history, because of his character and because of the eminence to which it and his energies carried him out of poverty.

Disraeliana is Silverman's hobby, and he has already collected some 200 volumes, all the writings of "Dizzy" himself and of his father, Isaac; all the biographies of both and those of Lady Mary Anne.

GLOBE 1/12/30

BUILDING TRADES UNIONS, EMPLOYERS PRAISE MAYOR

Mayor Curley was commended for his initiation in calling a conference at City Hall tomorrow afternoon of the building trades employers and employes, by the secretaries of the two major groups yesterday in officially accepting the invitation.

The Building Trades' Employers Association will be represented by its executive board, according to Secretary John F. Walsh, and the Boston Building Trades' Council by 53 agents from its affiliated unions, according to Seecretary E. A. Johnson. Secretaries Walsh and Johnson expressed the belief that the conference will prove of material benefit to the employers, mechanics and the public.

Post 7/12/30

DEDICATES HANGAR BY DINNER AND DANCE

East Coast Aircraft Sales Corporation Host

Conry, at Airport Party, Makes Plea for Federal Cooperation

The East Coast Aircraft Sales Corporation dedicated its new hangar, salesrooms and service station with a formal dinner and dancing party at the East Boston Airport last night. More than 100 couples attended the party, many of them coming from all parts of the East by airplane.

Fred L. Ames, president of the corporation, presided at the dinner, at which Traffic Commissioner Joseph A. Conry, representing Mayor Curley, was the chief speaker. Commissioner Conry demanded cooperation from the Federal Government in the making of a larger airport by filling in land at Jeffries Point to form a connecting link between the present airport and Governor's Island.

Ideal Terminal Site

He said in part:

"Here in East Boston we have the ideal site for a great terminal. The State has reclaimed a vast area of flats, making solid land from the material that was dredged from the ship channels and using it here, instead of hauling it out to sea.

"Many millions of yards of excavation will be taken out of the new East Boston tunnel and the most convenient place to dispose of it is by dumping it at Jeffries Point and making a connecting link with Governor's Island.

"The Federal Government ought to join with our city and State in building this airport. More than 20 years ago Congress authorized the transfer of Governor's Island to the use of the City of Boston. It was then to be developed in connection with the mooring berths. Now we want to have this island as part of our air service growth and we ought to have the cordial assistance of the Federal Government in every step we take.

Vaughan, Le Man Speakers

"Battleships are to be abandoned. Airplanes for commerce will take their place. Forty million dollars is necessary for a battleship. If the Government will expend that amount of money for terminal airport facilities, the business men of America will find the business to keep the ships busy."

Other speakers were Guy Vaughan, vice president and general manager of the Wright Aeronautical Corporation; Frank Le Man, general sales manager of the East Coast Corporation; George Chapman, director of sales of the Wright Corporation; State Senator Arthur Spear of Portland, Me; Walter Beach, president of the Curtiss-Wright Sales Corporation, and B. G. Leighton of New York.

Following the dinner there was general dancing and entertainment. The guests inspected the new hangar, salesrooms and service station, which will be open for public inspection at the airport today. The buildings are among the most elaborate in this district.

OLD POSTOFFICE SITE DECLARED BEST NOW

Architect Pearson Says Change Would Cause Delay

Holds That Plot Is Large Enough for Demands Made on It

Notwithstanding all current discussion of the possibility of suitability of substituting some other site than the old one for the erection of Boston's new $6,000,000 Federal Building, Edwin H. Pearson, supervising architect and chief engineer of all local Federal buildings, is deeply confident that the new building will be erected on the site bounded by Devonshire, Milk and Water sts and Postoffice sq, and that erection work will be rapidly pressed forward.

Mr Pearson thinks any changes of plan are ill-timed now, and would delay as much as two or three years the realization of a new Federal Building on which Boston has so long set its heart.

Delay Is Avoided

"One of the vital reasons for holding to the old site," he said last night, "was in order to avoid any such delay. In the recommendations of the survey committee on which I served, two other phases of the enterprise were covered, outside the decision to erect the building on the old site.

"These were the location of a workshop for outgoing mail at the South Terminal, and acquisition of a site and construction of a Back Bay postal station to meet the requirements of that section for half a century to come."

Questioned in regard to a statement attributed to Postmaster Gow, to the effect that the old site is too small, and that the public would be inconvenienced if the Postoffice accommodations are carried out on the present site as planned, Mr Pearson said: "I am sure that the site selected is amply large to accommodate all Postoffice activities that can be properly and consistently housed in so congested a location, and these activities are the executive offices, a financial station and quarters for incoming mail for delivery in this busy section of the city.

Workshops at Terminals

"All outgoing mail from Boston can better be handled in the large workshops at both terminals. With such an assignment of space, and with the use of the pneumatic tube service between the central postoffice and these terminal workshops, this building should meet all requirements for this highly congested section for an indefinite time in the future.

"From time to time efforts have been made to promote a scheme which would exchange this site of the old Federal Building for a less valuable property. But this site has always appeared to be the very best available. The last, but not the least argument against change now is that the Federal Government is paying more than $500,000 annually for temporary rentals.

"Its location is so near the heart of the financial district, and this 'heart' has moved only a few hundred feet in about two centuries!"

Mr Pearson is well qualified to give his opinion on this matter, by reason of his presidency of the real estate committee of the Federal Business Association, his membership on the housing committee that in 1926 made a survey of allocation of Federal building space. He also had largely to do with selection and outfitting of abandoned Young's Hotel for temporary Federal quarters.

BOROUGH PLAN HERE PROPOSED BY MAYOR

Curley Calls a Conference on Metropolitan Unity

Suggests Year's Study of London Before Asking Legislative Action

A conference, to draft a program of unity in Governmental activities in the metropolitan district, has been arranged for Friday at 2:30 o'clock at the office of Mayor James M. Curley. A small group of professional, educational and business leaders has been asked to attend.

Mayor Curley, in his letter of invitation, stated that the industrial and commercial future of Boston depends in a large measure upon the creation of a greater city. A borough system, similar to that which has been successful in the case of London, he says, has been so favorably received as to warrant the belief that the citizens of the cities and towns in Metropolitan Boston would consider and possibly accept it.

The Mayor stated yesterday that he did not believe the matter should be presented to the present Legislature, but that an exhaustive study be made, requiring probably a year, and that the facts and figures of the survey be presented to the next Legislature.

Invitations to the conference were sent to the following:

Roger Babson, Wellesley; William H. Ballard, Boston; Joseph H. Beale, Harvard Law School; March G. Bennett, 141 Milk st, Boston; Ellerton J. Brehaut, civic bureau Boston Chamber of Commerce; Wallace B. Donham, dean of Harvard Graduate School of Business; William B. Munro, professor of government, Harvard University; Frederick S. Snyder, 71 Blackstone st, Boston; Chas H. Taylor, Boston Globe; Clifton P. Carberry, Boston Post; James P. Murphy, Boston Record; John J. Fitzpatrick, Boston American; Frank W. Buxton, Boston Herald; George S. Mandell, Boston Transcript; Paul S. Deland, Christian Science Monitor; Winfrid Doyle, city clerk; Elizabeth H. Herlihy, secretary Planning Board.

Post 1/12/30

CURLEY PROGRAM OF $17,000,000

Mayor Lays Extensive Public Works Plans Before Legislature, Asks Loans Outside City Debt Limit

Wider Streets, New Paving

Subway to Governor Sq, No Higher Fare

Greater Borrowing Capacity Sought

Strandway and Airport--- $125,000 for Visitors

Authorization for the city of Boston to borrow $17,000,000 outside of the debt limit for construction work and street widenings forms a considerable part of the requests incorporated in the 16 bills filed with the Legislature yesterday by Mayor Curley.

Other bills call for changes in existing laws relative to the borrowing capacity of cities and towns; an investigation to minimize short-term borrowing by cities and towns in anticipation of taxes and for perfecting amendments to existing zoning laws.

The principal loan authorization is one seeking to borrow $10,000,000 for permanent street pavement outside of the debt limit. In revision of the law governing borrowing capacity, change is proposed from 2½ percent to 3 percent of the valuation for cities and 3½ percent instead of 3 percent for towns. The revised figure would increase Boston's borrowing capacity $9,000,000.

Governor Sq Legislation

Another bill calls for elimination of the $1,000,000 limitation for sewers in the city of Boston. Mayor Curley says that the limitation was fixed 30 years ago, and in that time cost of labor and material has increased 300 percent.

The Governor-sq project calls for extension of the Boylston-st subway, which shall be leased to the Elevated upon the basis of 4½ percent of its cost, with specific provisions that the basic fare on the Elevated shall not exceed 10 cents. The legislation is asked for in order that assessment may be made upon the district served by the Elevated to meet any deficit that may be due to the additional annual charge of $135,000 for rental of the extension.

Widen Radial Streets

Other bills call for authority to abolish the tax limit; to spend $1,000,000 for widening Dorchester av from the Fort Point Channel Bridge to Old Colony av, and a similar amount for widening Summer and L sts to Broadway, South Boston; for expenditure of $1,000,000 by the Metropolitan District Commission for an East Boston strandway, and for leasing from the Commonwealth of flats between the airport and Governor's Island, part of a plan to give the airport an area of 2600 acres.

A bill calls for reimbursement of counties to which cases have been transferred from other counties. Mayor Curley declares that Boston is put to an unwarranted expense annually of $140,000.

Half Gasoline Tax for Roads

Legislation is asked whereby one-half the revenue from the tax on gasoline shall be apportioned among cities and towns and expended by them for permanent highways. Two bills call for amending the Boston zoning law with reference to side yards and semi-attached buildings and a bill providing for substitute members of the Board of Zoning Adjustment.

Funds for highway purposes are asked for in a bill asking provision for the distribution to Boston of all fees collected by the Municipal Court from violators of motor vehicle laws; funds to be specifically put to highway purposes.

The Mayor also asks authority to expend $125,000 annually for entertainment of distinguished visitors and for conventions. It is Mayor Curley's idea that conventions, etc, will improve Summer business.

Post 1/12/30

New Fire Head Sees Public Service as a Duty Like That to One's Family

"Eddie" McLaughlin, Original Curley Man, to Direct Glamourous Department He Idolized as a Boy

By Charles P. Haven

It's no use. The cynical attitude toward political appointments can't be maintained.

Eddie McLaughlin, late of the South End and latterly of Jamaica Plain, who (as far as anyone can), managed Mayor Curley's campaign for the office he now graces, is to be his fire commissioner.

A fine set-up, as our friends in the cauliflower industry say, for the conferring of a nice, soft chair-job upon him as recompense.

And what do you find? A bloated "poi" with a cigar in the side of his mouth spouting self-glorification and alleged wise-cracks? Sitting pretty as a guy who jimmied an easy berth out of the campaign for the next four years at the expense of the public crib?



Edward McLaughlin

No. You most decidedly do not. Nothing of the cartoonists' political job-holder will you see in "Eddie" McLaughlin, otherwise ex-Senator Edward F. McLaughlin. Rather you will see a man, self-effacing, kindly, friendly, exceedingly likable, who is a bit afraid of the job that Mayor Curley has told him he must tackle.

Afraid, that is, with the fear that all men with a sense of responsibility must feel when told to take over one of the most important functions of the government of a great city.

And he believes a man who thinks public service has a duty. "Something like the duty one owes one's State," he will tell you, "to serve on the jury when you are called. Something like the duty one owes to one's family, one's fellow man.

"Being Fire Commissioner of Boston means being responsible for the lives and property of the city when they are menaced by the most destructive force that nature can wreak upon man. I regard the Fire Commissionership as a great and responsible job. I'm taking it because Mayor Curley asked me to take it. I hadn't any idea during the campaign that I would be asked to take the job. And that is the exact situation as it stands."

A Dream Came True

That is undoubtedly true as far as "Eddie" McLaughlin—a young man nearing his 50's if one judges by his appearance—is concerned. But there is more than that to it. Without going into too tenuous speculation, one may hazard the guess that "Eddie" McLaughlin's willingness to boss the Fire Department is in some degree, at least, the result of his childish admiration and awe of the red-hatted gods in the machine whom he saw ride through Troy-street Hollow, in the South End, when he was a barefooted kid playing around headquarters.

For "Eddie" McLaughlin was born and lived most of his life in the shadow of fire headquarters in Bristol street. The other day he told me that the greatest thrills of his life came when he used to stand on the sidewalk of Union Park street, Washington street, or East Brookline street and watch the galloping fire-horses tear through the district to a blaze.

To his childish mind the men in the fire wagons were gods of the machine. Then he stood awe-struck and watched the apparatus shriek past him. Now he will despatch the gorgeous panoply of action himself. He is one of the fortunate men whose middle-age sees the fruition of what is generally thought to be a foolish childhood dream.

Commissioner McLaughlin hasn't a single plan, policy or programme for the fire department. He's going to take up the job as he has taken up every job, political and otherwise, that he has ever tackled. He will meet conditions and problems as they arrive and will solve them to the best of his ability—which isn't a small thing, as those who watched his steam in the Curley campaign will tell you.

"The fire department is in a fine state of efficiency and the morale of the department is high," he told me as we sat in his office in the Park Square building. "I can't now see any demand for a change in policy or for a reorganization of the department. I will only say this to you. I will administer the affairs of the fire department in a human way.

All About Firemen

"I won't be an 'officers' commissioner.' Neither will I be a 'men's commissioner.' I will be Fire Commissioner, always with the realization that the fire department, like any other group of men, is made up of almost every type of man you can find. I will say this, too, that I think firemen are, as a class, more interested in their work, more determined to save life and property, more enthusiastic in the performance of their duties than many other groups.

"Most firemen, I have found, are firemen because they love the work. You know the old story about most of them spending their day off talking shop in other fire houses and bragging about what better work their company does than any other? Well, that shows their interest. They are born to their jobs—most of them."

We tried him out on the rumored—almost perennially rumored—retirement of Chief Sennott. The new commissioner told me that he knew nothing of Chief Sennott's plans. In fact, he wasn't sure that Chief Sennott had yet reached the retirement age.

So much for the man and the view he takes of the public service. Just who this new man in city affairs is:

Original Curley Man

He is an original Curley man, for one thing. When Curley was running for Congress—and winning—"Eddie" McLaughlin was with him. When Curley was running for Mayor more than a decade ago, one of his principal supporters was the new commissioner. Whatever anyone else may think of the political figure who at the moment occupies the Mayor's chair, "Eddie" McLaughlin thinks he's the greatest man in public affairs in the East.

As a matter of fact, he doesn't stop with the Mississippi River, when talking about Curley's ability and capacities. His admiration for the man is unbounded.

"In the last 72 hours of the campaign when you win or lose, Curley, harassed by all the cares of his fight, going sleepless for nights because of worry over his wife's condition, was still going strong when the rest of us were run ragged. Then I saw that remarkable mental and physical energy of the man. Problems arose. I'd take them to him. 'Here's a decision you ought to make yourself.' The problem would be grasped and the decision made instantaneously. I marvelled at the man."

Long a Power

"Eddie" McLaughlin has been a power in politics since the days of his young manhood. Then he was in the thick of the fights that centred about James M. Curley and the Tammany Club in old Ward 17. He was elected to the House in 1913. In 1915 he was elected Democratic leader. Proudly he carries a watch given him then by his fellow legislators and presented to him by David I. Walsh, who was then Governor.

He next stepped up to the State Senate where his executive powers shoved him to the leadership of his party. In 1916 and '17 he was chairman of the Democratic city committee. When the old Council of nine was created, he was elected a member.

This brings him along to the time when he was beginning to raise a family. His wife was Miss Helen Kane, the daughter of boyhood neighbors.

Left to Earn Living

"Eddie" McLaughlin had been in politics for many years and he found himself with a growing family and pretty nearly broke. "Now is the time for all good men to think of their families," he paraphrased the typewriter exercise. So he washed up his political ambitions, and set to work to support his family.

Politics knew very little of "Eddie" McLaughlin until it looked as if a man named Smith might be elected President of the United States. His old friend James M. Curley was about to jump into the fight to seek to bring about this end. He needed a man to fight alongside him. And, perforce, the man of the moment was "Eddie" McLaughlin.

It didn't take much urging on the part of "Jim" Curley to enlist "Eddie" McLaughlin's services, so great was the admiration he felt for Al Smith. So, back into the political arena with all its work, worries, fights, stepped "Eddie." The result of his and Mr. Curley's work in that campaign was seen on a certain evening in November when the presidential returns were broadcast across [illegible]

Curley's Quotation From City Emblem Brings to Mind Franklin's, Adams' and Jefferson's Design for Original "Great Seal"

Because Mayor James M. Curley closed his inaugural address last Monday at Symphony Hall by quoting from the City Seal the words, "As God was to our fathers, may He be with us," there has been considerable interest in the Boston seal, and residents of the city have given that symbol the close once-over.

Just to indicate the importance of seals, as well as their significance, William A. Ryan of Linden street, Dorchester, promoter of the "World League of Cities," gave Mayor Curley a new seal of Boston on Tuesday.

His plaque bears the name "Boston," the dates 1630 and 1930, and the words in Latin as on the present seal. What will be done with it in connection with the Tercentenary celebration is still a mystery.



The famous seal of the city of Boston, from which Mayor Curley took the Latin inscription for the closing of his inaugural address.



The front of the great seal of the United States, which is in the Secretary of State's office at Washington.



The reverse of the great seal of the United States, which is very seldom seen on any document, but which exists, nevertheless.



The seal of the Commonwealth of Massachusetts, the inscription on which was translated by John Adams when he was quite upset.

Boston's Seal Is Old

Boston's city seal was adopted way back in 1823. It was sketched by John . Penniman, gave a view of the city, nd bore the motto which it bears today: "Sicut patribus sit Deus nobis." his motto is taken from the Bible—Kings, viii, 57. Boston's seal is circular in form.

Every official organization—executive, udicial, or legislative—in the United tates, has its own peculiar seal which designates officialdom. And most of hem have interesting stories tied up with their creation, including the seal f Massachusetts.

This was ordered by the Governor in une, 1787, and was first worn on the standards that the Massachusetts roops carried. In accordance with a eport by Nathan Cushing, Esq., who as appointed to prepare a seal for the ommonwealth of Massachusetts, the evice was adopted as the arms of the ommonwealth in 1780.

The arms, of sapphire, consisted of n Indian dressed in his shirt and ocassins, and a belt. In his right and he held a bow; in his left, an arow, its point toward the base. On the ght side of the Indian's head a star, pearl, stands as emblematic of one of the United States.

Bay State's Crest

The crest is a right arm on a wreath. The arm is clothed and grasping a broadsword. The motto on the seal is "Ense Petit sub Libertate Quietum." The seal, the arms of the Commonwealth, are surrounded by the legend: "Sigillum Reipublicae Massachusettensis."

The motto, as is well known to many, is the second of two Latin lines written over two centuries ago by Algernon Sidney in the album of the public library at Copenhagen, and which, it is said, were indignantly torn from the book by Yerlon, the French ambassador at the Court of Denmark.

The lines were:

"Manus haec inimica tyrannis,
Ense petit placidam sub libertate quietem."

The great seal of the United States has had a hectic and fascinating history. It is in Washington in the office of the Secretary of State, and is frequently used.

Benjamin Franklin, John Adams and Thomas Jefferson were appointed a committee to prepare a device for a great seal for the United States of America, July 4, 1776, the very day of the Declaration of Independence. This, by the way, was one of the indications that the colonists meant business in breaking away from British rule.

U. S. Symbol

They agreed upon a seal which had shields bearing the initials of the 13 States, and the Goddesses of Justice and Liberty on one side. On the other side was Pharoah, sitting in a chariot, a crown on his head, passing through the Red Sea in pursuit of the Israelites. Rays from a pillar of fire in the cloud, expressive of the divine presence and command, beam on Moses who stands on the shore with his hand extended over the sea, and symbolize the overthrow of Pharoah. This part was the result of Dr. Franklin's suggestion.

The motto was Rebellion to Tyrants is Obedience to God!"

When another and different design was presented in 1779, Congress showed how hard it was to please and turned it down. Slumbering for three years, the matter was brought up again in 1782 and an impractical design was also turned down. The reverse of the great seal was, however, finally taken from it. Later in the year a seal nearer the type used today was adopted.

The present seal, is practically a combination of all the virtues of the seals submitted previous to 1782. The front has the American eagle, with wings outspread, American shield on its body—and a scroll, with "E Pluribus Unum"—All for One—inscribed thereon

An olive branch and arrows in the right and left claws respectively denote the power of peace and war, which is exclusively vested in Congress. The crest or constellation denotes a new State taking its place and rank among other sovereign powers.

Strength Duration

On the reverse side, the pyramid signifies strength and duration; the eye over it and the motto alludes to the many and signal interpositions of Providence in favor of the American cause. The date underneath is that of the Declaration of Independence; and the words under it signify the beginning of the new American era, which commences from that date.

The expressions, "Annuit Coeptis" ("God has favored the undertaking"), "Novus Ordo Seclorum" ("A new series of ages"), denote that a new order of things had commenced in the Western hemisphere.

The eye of Providence in a triangle on the reverse of the seal as adopted, and the motto, "E Pluribus Unum," formed part of the device reported by the committee, Aug. 10, 1776. The crest, a radiant constellation of 13 stars breaking through a cloud, was on the device of the reports of 1779 and 1780. The red and white stripes on the shield were also suggested then, but were placed diagonally. The State of New York had taken the eagle on the crest of its arms more than four years earlier.

Strangely, only the side containing the arms of the Union is used and the reverse is seldom seen. But it's there just the same, and one day Washington officialdom is going to surprise the country with the reverse of its great seal on an official document, something that certainly would be a rarity.

POST 1/12/30

$17,000,000 PLANS FILED BY CURLEY

Asks Right to Spend $10,000,000 on New Streets---Several Bills to Give Home Rule to Hub

BY WILTON VAUGH

Mayor Curley late yesterday filed 16 bills with the Legislature, seeking the co-operation of the State government in his programme for the expenditure of $17,000,000 on public improvements throughout the city and the partial return of home rule to Boston.

Chief among the projects for which he has requested approval were the extension of the Boylston street subway beyond Governor square, the expenditure of $10,000,000 for new streets, the construction of a strandway park along the East Boston waterfront, the extension of the airport, and the widening of Dorchester avenue, L and Summer streets to connect the south shore with the business district.

His bills for home rule would abolish the tax limit, which restricts the budget of the city departments, would increase the borrowing capacity of the cities and towns in the Commonwealth from 2½ to 3 per cent of their assessed valuation, would give the cities and towns half of the gasolene tax receipts for the construction of local roads, would distribute the motor vehicle fines for the same purpose, and permit Boston to spend more than $1,000,000 a year on new sewers, eliminating a 30-year-old restriction.

No Increase in Fare

In his bill for the removal of the surface tracks from Governor square for the relief of traffic congestion and the speeding up of rapid transit service, there is the provision that there shall be no increase in the 10-cent fare and that the Elevated shall be required to pay in yearly rental for the new tube 4½ per cent of the cost, the same price paid for other rapid transit facilities.

This bill was offered by the Mayor in an effort to overcome the opposition of Elevated directors and trustees who have blocked the Governor square extension since 1925 when a bill was passed by the Legislature, authorizing the work.

The El representatives protested that a rental of $135,000 for the proposed subway extension might bring about a deficit in the treasury of the road, pointing out that decreased traffic last year resulted in a drop of $700,000 in carfare receipts.

When the El officials claimed that they were on "the ragged edge" of increasing the 10-cent fare without assuming an added rental of $135,000 for the new extension, and stated that the law required the increase in fares to meet deficits, the Mayor, with the agreement of Chairman Henry I. Harriman and other El trustees, proposed the bill providing that there should be no increase in fare, but that the deficit, if it should come, should be met by assessments on the cities and towns served by the system.

Street Programme

In asking for authority to spend $10,000,000 to build new streets, the Mayor stated that it would require $50,000,000 to provide permanent pavement and sidewalks in the new residential sections of the city where houses have been erected, and he insisted that the time has arrived for the city to start the programme, which would meet the demands of the home-owners and place thousands of men at work.

To keep pace with the street surfacing programme, the Mayor asked that that old law limiting the city to the expenditure of $1,000,000 a year on sewers be abolished, so that he can double the amount for this year.

For his street-widening programme he has asked permission to spend $1,000,000 to broaden Dorchester avenue from Fort Point channel to Old Colony avenue, and $1,000,000 more to increase the width of Summer and L streets, so that traffic congestion between the South Shore parkway and Atlantic avenue may be relieved.

East Boston Strandway

The construction of a proposed $1,000,000 East Boston strandway, from World War Memorial Park along the Orient Heights harbor front to the Winthrop bridge, would be provided by the Metropolitan District Commission as a part of its park system, under the provisions of the bill filed by the Mayor.

In his bill for the expansion of the airport, the Mayor asked that the State lease to the city additional flats of the Commonwealth between East Boston and Governor's Island, so that the city can have an airport comprising 1,238,550,000 square feet of land for its flying fields by reclaiming the flats and the island.

To obtain additional money for street improvements for which there has been an increased demand resulting from growing motor traffic, the Mayor presented two bills. The first would give the cities and towns half of the gasolene tax receipts now used by the State for motor highways. And the second would turn the fees received by the municipal district courts in the city from violations of the motor laws over to the city for motor highway improvements.

Another court law which the Mayor recommends is one which would require the reimbursement of counties to which cases have been transferred from other counties. He pointed out that Boston spent $140,000 in Suffolk County courts on cases that had started in other jurisdictions.

To Advertise City

Seeking to make Boston the convention mecca of the East, the Mayor has asked for authority to spend $125,000 a year to bring business to the city particularly during the summer months by offering inducements to national organizations to hold their meetings here.

Regarding the city's financial policies, the Mayor has introduced three bills. The first would give the city the power to determine its own tax limit, without obtaining the approval of the Legislature and the Governor. This proposal received considerable support in the Legislature last year, and has been urged by President Gasper G. Bacon of the Senate, Senator Henry Parkman and Representative Henry L. Shattuck, all prominent Republicans.

The bill to increase the borrowing power of cities and towns from 2½ to 3 per cent of the assessed valuation, has also been sponsored by President Bacon. It would permit Boston to spend $9,000,000 more a year without troubling the Legislature for special acts.

The Mayor has filed a bill for an investigation to minimize short term borrowing by cities and towns in anticipation of taxes. Last year Boston paid the banks $330,000 in interest charges on short term loans. It has been suggested that the city be permitted to send its tax bills out earlier so that receipts would come in early enough to pay the city bills without borrowing.

To Aid Zoning Laws

Two final bills were filed by the Mayor to perfect the administration of the zoning laws here, the first giving the board of zoning adjustment further authority over side yards and semi-attached buildings, and the second, allowing substitute members to serve on the board.

That Boston's Mayor will be more successful in securing the co-operation of the Legislature this year than in the past was generally conceded in political circles. The State administration was generous during the term of former Mayor Nichols and many of the leading legislators have publicly asserted that the time has arrived to give the cities and towns more freedom in local affairs so that the Legislature might give its attention to important general legislation. The new Mayor has been assured of the support of the City Council in his programme for major public improvements. Provided the Legislature opens the way, he has promised more progress for the city in the next 12 months than has been achieved in the past 12 years, and that includes his last term at City Hall.

ASKS AUDITORIUM IN DORCHESTER

Representative Francis J. Hickey of Dorchester has written to Mayor Curley asking the latter to endorse a project for the construction of a new municipal auditorium in Dorchester capable of housing a large public auditorium, a new library, a new police station and a bath house.

The project is one which has been advocated for some time past by the Dorchester Board of Trade. Hickey has asked for a public hearing on the question, and if one is granted, representatives of the Dorchester Board of Trade have signified their intention to be present.

ADVERTISER 1/12/30

MAYOR AND 4 ARCHITECTS TO MEET MONDAY

Gow Outlines Plans for Another Location for New Federal Building

GAINS NEEDED SPACE

Provides for All Needs to Speed Up Mail, Says Postmaster

An important conference over possibility of using the old site of Boston postoffice for a World War memorial and civic center, to include a new City Hall, will take place in the office of Mayor Curley in City Hall tomorrow afternoon.

Four leading architects have been invited to the conference with the mayor and Frederick H. Fay, chairman of the City Planning Board. They are Ralph Adams Cram, Charles Coolidge, Clarence Blackall and Charles D. Maginnis.

Gen. Edward L. Logan, who has taken much interest in the matter, with other civic leaders, may be called upon to express their views following the conference.

GOW FOR NEW SITE

Postmaster Charles F. Gow, who advocates another site, pointed out yesterday that the proposed new building on the old site would not have any more ground floor space than the old and overcrowded structure. Postmaster Gow favors taking the block between Congress, Milk and Franklin sts. as a site for a bigger and better Federal building.

"Boston's citizens are going to be disappointed in the building planned for the old site," declared Postmaster Gow. "The chief complaint as to the old building was the lack of ground floor space. This complaint was from the patrons of the postoffice and the postal workers. Not enough room on ordinary business days, to say nothing of the Christmas holiday rush.

"The old building had 50,000 square feet of space on the ground floor. The new building will have the same amount. This is due to the square shape of the land contained in the old site. The only way that more room can be obtained is to go up into the air.

LIGHTING A REAL PROBLEM.

"No one likes to climb stairs or ride in elevators to buy stamps, money orders or mail parcels. This is exactly what they might have to do if present plans of erecting a building on the old postoffice site are carried out.

"Should the government be induced to take another site such as that suggested—that including the block between Congress, Milk, Franklin and Pearl sts.—it would make it possible to erect a rectangular-shaped building that would give 60 per cent more ground floor space. It would also solve the lighting problem which under the present building site plans means a heavy loss of room.

"The rectangular-shaped site would also provide a straight-line system of handling mail matter with no zig-zagging or lost motion and permit speed such as is the aim of modern newspaper and manufacturing plants.

PROVIDES FOR RUSH

"With a long corridor going the entire length of the building midway the lighting problem would be solved with no waste of space and a series of windows providing service for crowds during the Christmas rush. The new site suggested would also provide better facilities trucks entering and leaving the building. This was always a source of trouble at the old building.

"Of course a change in sites means a delay of several months, but the delay might well be worth while."

Gen. Edward L. Logan was enthusiastic over the proposal to erect a World War memorial on the old postoffice site.

LOGAN FOR MEMORIAL

"Look at it and visualize the possibilities of beautifying the city of Boston by erecting a war memorial on that plat of land," declared the general, leading the way to a window of his office overlooking the square. "It was a late discovery, but it could be made a beautiful spot either by the erection of a monument or a building dedicated to our war heroes.

"This memorial could be made a part of a civic center group and which, as someone has suggested, could include a new City Hall, with the new postoffice building bordering on the Milk st. side. In my belief, the city would do well to provide another site of the proposed new postoffice and devote the Postoffice sq. property to civic and memorial purposes."

POST 1/12/30

GREATER HUB TALK FRIDAY

Mayor Calls Conference of Civic Leaders

Expressing confidence that the citizenship of the cities and towns in Metropolitan Boston would consider, and possibly accept, a plan for a greater city, Mayor Curley has called a conference of professional, educational and business leaders to draft a programme of federation. The conference will be held at City Hall Friday afternoon at 2:30 o'clock.

Contending that the industrial and commercial future of Boston would depend upon the creation of a greater city, the Mayor explained that he was desirous of starting a programme of metropolitan unity in governmental affairs.

"The plan of adoption of a borough system, similar to that which has proven successful in the case of London," said the Mayor, "has been so favorably received as to warrant the belief that the citizenship of the cities and towns within the metropolitan Boston area would consider and possibly accept it."

The project should be made the subject of a year's study before being presented to the Legislature, the Mayor stated, and for this reason, he has asked a small group of prominent leaders to contribute their time to the city in drawing up a suitable programme.

ADVERTISER 1/12/30

CURLEY CALLS BOROUGH PLAN CONFERENCE

Professional, Educational and Business Leaders to Meet Next Friday

A comprehensive study during the coming year will be made by Mayor Curley of the feasibility of some form of unity government of a Greater Boston.

The mayor believes that it would be unwise to seek in the Legislature this year any action on the subject without first submitting the project to careful consideration.

To this end he has sent invitations to a small group to assemble at his office on Friday afternoon next to discuss a Greater Boston.

EDITORS INVITED

Among those selected are: Roger Babson, Wellesley; William H. Ballard, Joseph H. Beale, Harvard Law School; March G. Bennett, Ellerton J. Brehaut, Civic Bureau, Chamber of Commerce; Wallace B. Donham, dean of Harvard Business School; William B. Munroe, professor of government, Harvard; Frederic S. Synder, former president of the Chamber of Commerce; John J. Fitzpatrick, managing editor, Boston Evening American; James W. Reardon, associate editor, Boston Evening American; James P. Murphy, managing editor, Daily Record; Frank W. Buxton, Boston Herald; Charles H. Taylor, Boston Globe; George S. Mandell, Boston Transcript; Paul S. Deland, Christian Science Monitor; Clifton Carberry, managing editor, Boston Post; John K. Gowen, Jr., managing editor, Boston Sunday Advertiser; Wilfred J. Doyle, city clerk, and Miss Elisabeth M. Merlihy, secretary, city planning board.

URGES BOROUGH PLAN

The mayor in his invitation said: "The industrial and commercial future of Boston depends in large measure upon the creation of a greater city. The plan of adoption of a borough system, similar to that which has proven successful in the case of London, has been so favorably received as to warrant the belief that the citizenship of the cities and towns within the metropolitan Boston area would consider and possibly accept it.

"I have arranged a conference at the office of the mayor, City Hall, Friday, January 17, at 2:30 p. m., of a small group representing the professional, educational and business leaders, for the purpose of drafting a program of metropolitan unity in governmental activities in the metropolitan district.

"This particular project presents an opportunity for genuine service and I trust you will find it possible to be present at the conference and, provided you can make the necessary sacrifice of time required for the consummation of this important work, will do so."

CURLEY'S R. R. PLANS GO TO LEGISLATURE

Bills Filed for Electrification, Belt Lines, Rapid Transit Use of Roadbeds

Bills designed to further plans recommended in Mayor Curley's inaugural address for electrification of railroad lines in metropolitan Boston, establishment of belt lines connecting terminals and use of railroad roadbeds for rapid transit were filed yesterday by Rep. Wilford A. Walker of Woburn.

The New England Development Association, sponsor of the bills, maintains that they will bring about a permanent solution of the Elevated problem without additional taxation, elimination of double fares and switching charges, and a saving of $11,409,000 a year, to be available for transit improvements and reduction of fares in Greater Boston.

TERMINAL CHANGES.

Unified and independent terminal operation of all transportation facilities in Greater Boston is contemplated by the bills, which would combine public supervision and ownership of the rights of way with private operation of the facilities on a basis of service at cost.

One bill proposes a Greater Boston transportation district to take the place of the metropolitan transit district created by the legislature of 1929. The proposed district would cover all transportation facilities in an area consisting of Boston and 50 surrounding cities and towns. It would eliminate the taxation feature.

The affairs of the district would be handled by a board of three comissioners to be appointed, two by the governor and one by the mayor of Boston.

POWER OF COMMISSION

The district commission would have powers similar to those of the New York Port Authority to regulate and foster development of commerce through the port of Boston, by both rail and ship.

It would have the power of eminent domain and the duty of acquiring title to all railroad and street railway rights of way within the area, and leasing them to the operating companies. The holdings would be paid for by bonds of the district as obligations against only the property held by the district, payment of interest to be guaranteed by the state.

A district council consisting of the mayors and chairmen of the boards of selectmen of the cities and towns in the area would be provided, to act in an advisory capacity to the commissioners, with power to insist that the commissioners, who would be members ex-officio of the board of directors of an operating company, bring recommendations of the council before that board.

DIVIDENDS GUARANTEED

The second bill provides for incorporation of Boston Terminals, Inc., to operate all transportation facilities in the district area and undertake all new construction required.

Boston Terminals, Inc., would be a privately-owned public utility operating on the service at cost principle but permitting a 7½ per cent dividend to stockholders with a 5 per cent dividend guaranteed by the state. The sponsors consider that by the expected saving of at least $11,409,000 a year the state is not likely to be called on to make good this guarantee.

All personal property of transportation companies used wholly within the area and all transportation real estate other than rights of way therein would be acquired by the company by the sale of its bonds, and only new construction would be financed by sale of its stock. The rights of way would be leased from the transportation district at a rental no more than sufficient to pay the office expenses of the district with interest on the bonds of the district and to establish a sinking fund.

Walter S. Kelley of Brookline is the engineer who devised the plan. Attorneys for the development association are Raymond P. Delano, George Demeter and Lawrence S. Apsey.

POST 1/12/30

SOLONS TO GET FLOOD OF BILLS

Every Activity of the State in 1282 Filed

Requests for legislation covering every phase of social, political, moral and civic activities by residents of the grand old Commonwealth of Massachusetts, totalling 1282 bills, had dropped into the offices of the clerks of the Senate and House when the time for filing new business under the rules expired at 5 o'clock last night.

VARIETY IS WIDE

There were bills to improve transportation facilities, traffic on the State highways, increased salaries for State and judicial officers and department heads; bills designed to improve working conditions in various industries of the State; to regulate censorship of books and theatrical performances; to provide for night sessions in district and municipal courts; to keep laundry teams and trucks off the streets in the wee sma' hours of the morning; to change political conditions regarding appointments and elections in the State and its cities and towns; to change health regulations and even to regulate the kind of cigarettes which may be smoked by citizens of the State.

Some 16 measures were presented by Mayor Curley to carry out the recommendations which he made in his inaugural address Monday.

As a result of the veritable flood of legislation proposed, at the last minute yesterday, clerks of both branches were kept at work until an early hour this morning docketing the petitions and getting them ready to be read by titles in the branches next week, referred to committees and sent to the State printer.

Rush at Last Hour

Although the total filed for the year is four below that of 1929, when 1286 measures were presented, there was the usual rush in the last hour or two yesterday.

Probably the subject that attracted the attention of the greatest number of petitioners yesterday was that surrounding the use of the automobile. There were bills to change the charges for registration, reducing them to $2 flat; to improve the provisions of the law regarding compulsory liability insurance, cutting out the zoning system and providing for a uniform rate throughout the State; for changes in the motor vehicle excise law, eliminating many of the injustices which have been shown under the existing excise law.

Incident to the use of the automobile there were many petitions for improved traffic highways, one of the most comprehensive of which was filed on petition of former Mayor John F. Fitzgerald of Boston for a study of traffic arteries in all of the counties of the State from Worcester east. There was a bill for State bond issue of $5,000,000 for improving the Worcester turnpike road, and there were innumerable petitions for bettering highway conditions in other sections of the State.

Industrial Study Urged

Resolves for studies by special commissions of the industrial conditions in the State, with a view to rehabilitating Massachusetts textile and other manufacturing, or providing proper substitutes for such industries, were filed by Representative Slowey of Lowell. The Lowell member would have $1,000,000 of the funds raised by the gasolene tax used for rehabilitating business in communities where textile depression has come in the past few years.

There were fewer bills than usual affecting the Boston Elevated situation in its essence. President Bacon of the Senate filed one measure which would transfer the duties now performed by the Boston Transit Commissioners to a Metropolitan Transit Department on the first day of May, 1930, and that new department would be made up of five commissioners, one appointed by the Governor, two by the Mayor of Boston, and two would be elected by the trustees of the metropolitan transit district.

Elevated Legislation

Under a bill presented by Representative George A. Gilman of West Roxbury, the metropolitan transit trustees and the public trustees of the Elevated would study and recommend to the Legislature extensions of rapid transit lines which they deem necessary to proper transportation development in the territory served by the Elevated.

Bills to do away with the appointment of various Boston boards and officials by the Governor and give their appointment over to the Mayor of Boston were filed by Senator Buckley of Charlestown. He would have the Finance Commission appointed by the Mayor; three persons to constitute a licensing board appointed by the Mayor; a police commissioner appointed by the Mayor. Buckley would have the commissioner and two associates of the metropolitan district commission appointed by the Mayor. Buckley would also like to have Boston given the same authority that other cities enjoy in fixing her own tax limit.

Senator Buckley and others filed petitions to increase the compensation of members of the Boston City Council from $1500 to $2000 a year.

Senator Bigney of South Boston presented a bill which would allow State funds to be invested in first mortgages on real estate held by savings banks.

Greater Boston Bills

Various measures designed to broaden the powers of the State Department of Public Utilities by giving it the right to approve sales of stock by a lighting company to a holding company and to restrict the expenditures of a utility for extensions of plant and other purposes to a certain amount unless first approved by the State department, were filed by Representative Henry L. Shattuck of Boston at the request of the Public Franchise League.

Representative Sawyer of Ware filed a bill to require closer check-up on audits of city and town books by the State division of accounts. Sawyer's bill is for the purpose of preventing, as he charges, loafing and padding of expenses by State auditor. Another bill of Sawyer's would require that information gained in such audits should be regarded as confidtntial unless the disclosures warrant criminal proceedings.

and others, Senator Mulhurn of Dorchester filed a bill for improved streets within the area bounded by Broadway, Washington, Hanover street, Scollay square, Tremont street, with a traffic tunnel 60 feet in width parallel with Washington and Tremont streets.

There were several petitions for Greater Boston plans, with others calling for electrification of all railroad lines within 10 miles of Boston.

Biennial sessions of the Legislature are asked for under a constitutional amendment filed by Representative Page of Boston.

In line with the recommendation in Governor Allen's message to the Legislature at the opening of the session Representative William H. Hearn of East Boston filed a bill for establishment of motor vehicle accident board which would hear claims for personal injuries and property damages resulting from automobile accidents.

TRANSCRIPT 1/11/30

Dock Square Owners Must Accept or Sue

Owners of property in the vicinity of Dock square must accept the offer of the previous administration on the settlement of their assessments levied in connection with the widening of Dock square and Faneuil Hall square or submit their cases to court, they were told by Mayor Curley through their attorneys yesterday. A total of 180 parcels are involved. Mayor Nichols two weeks ago suggested a reduction of 50 per cent of the assessments nearest the improvement and 70 per cent for the remoter parcels. Several of the attorneys declared that they were ready to accept the offer, but felt that they should not be compelled to sue if other attorneys held out.

ADVERTISER 1/10/30

WILL SPEAK AT FETE FOR CURLEY

Joseph H. Beale of the Harvard Law School, student of municipal affairs, will be the speaker at the Boost Boston banquet of the Massachusetts Real Estate Exchange in honor of Mayor James M. Curley at the Hotel Statler on Jan. 23. He will discuss Greater Boston from the viewpoint of a citizen of a neighboring suburb.

Billy B. Van, comedian, will give his impressions of the possibilities of future expansion of industry in Boston.

GLOBE 1/13/30

FAVOR ISLAND SITE FOR WAR MEMORIAL

Commission Inclined to Charles River Project

Plan Dates Back to 1921 and Estimated Cost $2,000,000

By GEORGE NOBLE

After approximately 10 years, touching the administrations of three Governors of Massachusetts—Channing Cox, Alvan T. Fuller and Frank G. Allen and three Mayors of Boston, Andrew J. Peters, James M. Curley and Malcolm E. Nichols, the commission trying to decide upon a war memorial for Boston has apparently gone back to what was virtually their original plan, namely, an island in the Charles River Dam Basin.

The estimated cost of that original project was, all told, $2,000,000. Almost exactly that sum was in hand, idle, in 1923 and 1924. It resulted from a special poll tax assessed upon the people for paying a State bonus to Massachusetts soldiers in the World War. But it was not needed for that purpose.

Gov Cox recommended to the Legislature utilizing the sum for a Massachusetts war memorial. After much discussion, the $2,000,000 was turned back pro rata to the towns and cities which had contributed it, with the hint that they might thus establish their individual war memorials. Some did.

Whether the present proposed plan for a memorial island in the Charles River Dam Basin meets with the sanction of the Legislature, the various plans on the subject, considered in the last 10 years, are artistic and interesting.

According to a statement Saturday by Judge Francis J. Good, ex-State commander of the American Legion, the original commission, of which he was a member in 1920, recommended a section of the State House, in and about the Executive Chambers, which might have been adequately and economically arranged. It did not come to pass, though Ralph Adams Cram drew plans.

Dates Back to 1921

Next, toward the close of the administration of Mayor Peters in 1921, a proposal was made for a memorial island in the Charles River dam basin.

Representing the Chamber of Commerce, Lieut Hugh Ogden drew up a brief declaring that it was generally agreed that the proposed memorial should be situated in Boston. He stated in his brief that Mayor Peters' committee of 50 citizens favored the construction of a small 10-acre island in the Charles River Basin contiguous to Harvard Bridge to contain various buildings and to be developed as a waterfront park.

The brief pointed out the need of a new Harvard Bridge and declared its construction with the island in its center would probably reduce the cost of the bridge, and at the same time the design of the bridge could be harmonized with island buildings, thereby enhancing the beauty of the basin.

Then a Dispute

Grand Army veterans were not very keen about a memorial which discriminated in behalf of World War veterans, and naturally a dispute was thereafter injected, the aged men maintaining the memorial should be for "all veterans of all wars." Sympathizers with them pointed out that the first thing anybody knew there would be no G. A. R. survivors in Massachusetts left to enjoy any memorial, if it wasn't built soon.

Real estate interests, desirous of development, made a counter-proposal that there should be a park at the Charles River end of Dartmouth st. Eventually all official discussion of the matter ceased.

When Maj Gen Clarence R. Edwards became State commander of the American Legion in 1923 the matter again became an issue.

Would Take Land

The General strongly advocated a plan to take certain land lying on that slope of Beacon Hill running down to Cambridge st, whereon stand the Suffolk Law School and the Yale Club. Then the plan would have constructed a park and a memorial building to have been utilized for housing all veteran organizations in the State.

Debate on that ran well along into 1924.

The next proposal considered by the Legion Memorial Committee and members of the Associated Veterans' Societies, Inc, was for a memorial structure adjacent to the State House on the west. Nothing definite came of that.

In 1926 Gov Fuller appointed a commission consisting of Francis J. Good, chairman; Mrs Margaret Perkins Herrick of Milton, T. Jefferson Coolidge, Louis E. Kirstein and James J. Phelan.

The idea of a memorial in Copley sq arose. The late Guy Lowell drew plans for it.

The commission made the following recommendations:

"The estimate of cost of this memorial has been obtained from a highly responsible contracting firm. The memorial can be built, the square rearranged, and all other matters necessary to complete the general scheme as outlined in this report accomplished for the approximate sum of $500,000.

"It should be borne in mind that the value of the land upon which the memorial is to be erected is not reflected in this estimate. In House Bill 1509 of 1926 is found a communication from Mayor Malcolm E. Nichols to Alvan T. Fuller, Governor, in which the Mayor indicates that the city of Boston will be glad to have the land at Copley sq used for memorial purposes. It may be said conservatively that this land has a valuation of $2,000,000.

"The commission believes that the memorial described herein should be erected at a cost not to exceed $500,000, and further recommends that the State appropriate said sum for such purpose."

Practically all veteran organizations approved of the plan; but the Massachusetts Legislature did not.

Inertia followed this. After the turn of the year, simultaneously with the faint rumbling of Bay State politics, the plan was broadcast that the vacant space caused by the tearing down of the old Boston Postoffice should be utilized for a Massachusetts war memorial.

In this scheme the Federal Government and various commissions in Washington were not taken into consideration.

Since then considerable evidence has been disclosed that the present War Memorial Commission of nearly 50 members, of which Col William Eaton of Pittsfield is chairman, has gone back to the 1921 idea and favors a memorial island in the Charles River Basin.

GLOBE 1/13/30

AIRPORT SURVEY REPORT SUBMITTED

Legal aspects of the municipal airport, including questions of the local regulation of flying and what constitutes "aerial trespass," the relation of the airport to the city plan and problems of municipal ownership, management and fiscal policy are among the subjects covered in an airport survey announced today by the Albert Russel Erskine Bureau and the School of City Planning at Harvard.

Problems arising from the sudden growth of hundreds of airports throughout the United States are treated in the survey.

Projected city planning studies will consider the airport in relation to zoning, the control of building heights and structures adjacent to the airport, the relation of the airport to transportation facilities, and other factors. H. K. Menhinick, assistant editor of City Planning magazine and instructor in city planning in Harvard, is engaged in this phase of the survey.

Legal complications, which have developed with the growth of aviation, will be studied by Frank B. Williams, a New York attorney and a member of the board of directors of the National Conference on City Planning. He will cooperate with Dr Miller McClintock, director of the Albert Russel Erskine Bureau, and Prof Henry V. Hubbard, chairman of the School of City Planning in Harvard.

An extensive field survey covering the principal airports east of the Rockies is now in progress. Paul Mahoney, field representative of the survey, recently started a two-months' tour gathering data and studying actual conditions.

POST 1/13/30

SAVE THE BASIN

Any proposal to build an island in the centre of the Charles River basin, even for so highly meritorious an object as a war memorial, should be studied with great care.

The whole beauty of the Charles River basin, easily the outstanding feature of the city, lies in the extent of the water area and its surroundings. Break the basin up by islands or bridges, and the whole effect would be lost. We cannot cut down the water area without spoiling the entire picture.

No doubt an island might be made beautiful with appropriate buildings and memorials, but the beauty of the island would be gained only at the cost of destroying the harmony and the spacious grace of the Charles River basin itself.

The Charles River basin is the most cherished asset of the city. No other American city can match it. What makes it so charming a beauty spot is the wide-open vista of water.

We have plenty of possible sites for memorials—ample room on the banks of the river, for instance—without taking from the basin its chief charm. Let us preserve the one great scenic attraction we have.

Post 1/13/30



MAYOR CURLEY IS BACK ON THE JOB

HERALD 1/13

A RIVER MEMORIAL

It has long been the judgment of many of our architects, not a few of them of national fame, that Boston has such a site as no other city in the country possesses for the creation of a war memorial. The American Legion and many other organizations whose views are entitled to special consideration because of their relation to any memorial project, and numbers of outstanding citizens have adhered steadily to the view that the memorial should be not a utility structure but an inspirational work suggestive of spiritual values.

Both these views appear to have been adopted by the State Commission appointed last year by Governor Allen. No other city has a Charles River Basin and no other site can equal a situation in the Basin. Whether the structure should be a tower or campanile, a temple of some sort, whatever its architectural characteristics, the island for its support need not be so large as to "clutter up the Basin," which is almost the only objection we recall to the plan when it was first suggested some years ago. It would enhance the beauty of the Basin. We indorse the sentiments expressed by Mayor Curley in his letter to the chairman of the Commission. The opportunity is here. We ought not to delay unnecessarily to capitalize it.

Post 1/13/30

URGES RACE TO SHUN POLITICS

Post Jan. 13 a.m.

Joshua H. Jones, Jr., Talks to Colored Youth

"The political arena is the graveyard of more reputations than any other field of human endeavor, therefore I say to young men of the Negro race, stay out of politics."

This was the advice given members of St. Mark's Young People's Forum of Roxbury by Joshua H. Jones, Jr., associate editor, City Record, City Hall, last evening during a talk on "Politics and the Young Negro." The meeting was held at St. Mark's Congregational Church, Townsend street, Roxbury.

"This only has reference to choosing a profession," he explained. "It does not mean remaining away from the voting booth, for every citizen owes it to his community to study issues and men and help, by his ballot, in deciding or approving them.

"The same energy, ability and attention to work applied to any other profession would land a man into the lap of success many times quicker than if devoted to politics. It has taken the Hon. James M. Curley the better part of 25 years to win the whole-hearted approval of his fellow citizens. That is true in the case of almost any other successful politician."

He concluded his talk by urging all to support the administration of Mayor Curley and predicted that under him Boston will have an administration that will not be equalled in achievement for the next hundred years.

Post 1/13/30

SAYS HARRIMAN WRONG ON EL

Rep. Twohig Corrects His Statement to Mayor

The following statement was issued by Representative James J. Twohig of South Boston on the Governor square subway extension:

"A statement published in all the newspapers as a result of the conference held Friday in the Mayor's office between the Mayor, representatives of the board of trustees of the Boston Elevated and other interested parties, to the effect that 'any increased rentals caused by the building of Governor square extension of the Bolyston street subway, which might result in a deficit, would cause an increase in fares, or would have to be taken out of the salaries of the motormen and conductors,' is erroneous.

"Under the provisions of the Public Control Act of 1918, section 3, the trustees have authorization for the making of 'contracts,' the rentals for which shall extend beyond the period of public operation, with the consent of the directors of the Elevated Company.

"It further provides, in section 9 and 11, that any deficits, regardless of how incurred, may be obtained from the treasurer of the Commonwealth and assessed by him upon all the cities and towns in the Metropolitan district served by the road.

"This is a positive refutation of the statements made by Mr. Harriman to the Mayor that 'the increased rentals for the Governor square extension would have to come out of the salaries of motormen and conductors, or result in a raise in fares.'

"This policy of a four and a half per cent rental was established 35 years ago when the city of Boston embarked upon its programme of building subways, and should not be abandoned now for the benefit of the Boston Elevated Company. Mr. Harriman, who is a public trustee, but who is apparently more interested in the affairs of the Elevated Company, is undoubtedly seeking a change in this policy because he knows that the assessing of another deficit upon the taxpayers of the 13 cities and towns served by this road would cause such a storm of protest as to sweep almost unanimously to victory the fight for public ownership and operation of this road."

Post 1/13/30

CURLEY'S SON HEADS NEW M. C. O. F. COURT

James M. Curley, Jr., son of the Mayor, was elected chief ranger of the new court, The Bostonia, of the Massachusetts Catholic Order of Foresters last night at the installation at the Statler Hotel. There were 195 members installed into this new court, which is made up almost entirely of college boys and girls. William J. Barry, a member of high standing, together with young Curley, was instrumental in the formation of this court.

AMERICAN 1/13/30

Curley Asks 2 Million to Aid Jobless Here

Orders calling for expenditure of $2,275,000 were sent by Mayor Curley today to the City Council, and in connection therewith the Mayor revealed a plan for giving immediate relief to the building trades and employment to heads of families.

The mayor asked for appropriation of $225,000 toward development of a municipal golf course on land now owned by the city adjoining the Arnold Arboretum, and he explained that if this appropriation was promptly passed, he would be able to give work to unemployed family men.

He asked also for permission to spend $300,000 out of a surplus in the municipal printing department, with which he plans to build a new plant immediately if the permission is granted, thus providing work for men in the building trades.

TRANSCRIPT 1/13/30

Curley Refers Jobless to Council

Mayor Tells Communist Group Appropriations for Labor Relief Submitted Today

A committee representing a group of jobless men and women this afternoon attempted to gain an audience with Mayor Curley but the chief executive, after ordering policemen to break up a meeting which the remainder of the group was holding in the yard of City Hall, sent back word to the committee that they should take all grievances to the city council, in view of the fact that the mayor had, today, submitted to that body requests for appropriations totaling $2,000,000, designed to be a labor relief measure.

The group, which numbered seventy-five, including young girls and Negroes, marched to School street from Harrison avenue where a meeting had been held. They carried placards which bore inscriptions in red. One called for recognition of the Soviet Union and others set forth what sort of working conditions were wanted. They declared that they represented the Trade Union Unity League.

On retaching City Hall, six of them, headed by Ewald Anderson, went to the outer office of the mayor's suite and requested an audience. The presented to one of his secretaries a typewritten list of ten demands. Before replying Mayor Curley sent the hall policemen outside to break up what he termed a meeting. The committee left without conversing with the mayor.

POST 1/14/30

HIGH TOLLS CUT FERRY FREIGHT

Officials Estimate Receipts Greater

Stating that the increased tolls on the East Boston ferries have cut the number of vehicles in half and that a large group has "boycotted" the lines, Councillor Timothy F. Donovan yesterday demanded a survey to determine whether it would be advisable to reduce the rates.

The East Boston Councillor's order was adopted unanimously by the City Council, under suspension of the rules, and transmitted to Mayor Curley, who will ask the Public Works Department to make a study of the amount of revenue received so far this year as compared with the receipts during a similar period last year.

Unofficially ferry officials estimated last night that the receipts for the first week of the year were far in excess of the fares collected during the first week of 1929, though there were only about half as many vehicles to use the two ferries, North and South.

It was explained that while the number of vehicles using the ferries was reduced by 50 per cent, the increase in fares was advanced to three and four times the tolls charged last year.

POST 1/14/30

TWO OF CITY PRISON STAFF RETIRED

Two veterans in the service of the Boston police department were ordered retired from active work by Police Commissioner Wilson last night after he had received approvals on their retirement papers from Mayor Curley. The officers are, Sergeant Charles F. Bannister and Patrolman Charles A. Kihlgren, both attached to the City prison staff.

Sergeant Bannister is 65 years old and has served 37 years in the police department. Patrolman Kihlgren who has spent much of his police life at the side of the veteran sergeant is 62 years old and has been a member of the department for 30 years.

POST 1/14/30

RED LEADS MARCH ON CITY HALL

Told by Mayor Jobless Aid Up to City Council

A demonstration of protest against what they termed "intolerable" unemployment conditions in Massachusetts, was staged yesterday by about 75 jobless men and a number of young women who paraded from a mass meeting at 22 Harrison avenue to City Hall, where an unsuccessful attempt was made by a committee to gain an audience with Mayor Curley.

REFERRED TO COUNCIL

The Mayor sent word to the committee of six, headed by Ewald Anderson, district organizer of the Trade Union Unity League, and Roy Stevens, district organizer for a Communist organization, that it should take its grievances to the City Council, as he had submitted a request to that body for appropriations totalling $2,000,000 for unemployment relief.

At the same time he ordered that policemen at the hall disperse the main body, which was holding a meeting on School street, outside City Hall, while waiting for the committee sent to call upon the Mayor.

The group then paraded from School street to Causeway street, where it disbanded.

Anderson and Stevens were the principal speakers at the Harrison avenue mass meeting which preceded the parade. On leaving the meeting hall, the paraders carried posters with slogans printed in red, calling for recognition of Soviet Russia, relief for workers and insurance against unemployment, among other things.

The speakers urged both unemployed and employed workers to unite to fight "against capitalist rationalization (speed-up), against class collaboration, against imperialist war, to defeat the misleaders of labor and all bosses agents, to organize the unorganized, for the seven-hour day and five-day week, for social insurance; for militant industrial unionism; for social, racial and political equality for the colored, and to organize youth and women workers."

HERALD 1/14/30

CLEARS WAY FOR $1,000,000 BLOCK

Council Votes to Close Bath Street and Sell the Land for Bank

PRESIDENT LYNCH NAMES COMMITTEES

The obstacle to the immediate erection of the $1,000,000 addition to the Atlantic National Bank building, which the city council of last year refused to remove, was cleared away yesterday by the decision of the council to discontinue Bath street as a public way and to sell a portion of the street to the Water Street Company for $30,000. Bank officials and the executives of the holding company have been vainly trying for months to secure such action, that the building project might be started. Mayor Curley urged the council to take immediate action, with successful results.

The council also passed a loan order of $750,000 for the completion of the Strandway in South Boston, as asked by the mayor, and referred to the finance committee similar orders for the expenditure of $300,000 for a building for the municipal printing department, $200,000 for two branch libraries, and $1,000,000 for sewer construction.

The council accepted the order of Councilman Green, providing for vigorous opposition to the adoption of the bill introduced by Senator Parkman for Boston lawyers which specifies that the mayor and not the city council shall have the power to accept the act for increased court house facilities in Suffolk county. Last year's council, of which Senator Parkman was a member refused, thrice, to accept the act.

Other orders were, Councilman Dowd: For the transfer of the municipal employment bureau to a location near City Hall.

Councilman Green—For an appropriation of $5000 for the employment of a real estate expert by the council; $150,000 for the repaving of Bunker Hill street, Charlestown; and a resolution asking the Governor and executive council to suspend the civil service rules so that cities and towns may give employment to laborers, workers and mechanics, without regard to the eligibility lists.

Councilman Ruby—For the widening of Blue Hill avenue, from Seaver street to Canterbury street; for a branch library near Franklin field.

Councilman Fitzgerald—For the removal of the car tracks and the repaving of Green street, West end.

Councilman McGrath—A resolution, which was adopted, asking representatives in Congress to speed the erection of the new federal building.

Committee appointments announced by President Lynch were:

Executive, Mahoney, chairman; appropriations, Wilson, Ruby, Fitzgerald, Green, Donovan, McGrath, Bush.

Claims—Bush, Kelley, Murray, Fish, Cox; county accounts, Fitzgerald, Wilson, Arnold, Green, Englert; finance, Donovan, Bush, Dowd, Murray, Gleason, Green, Englert; inspection of prisons, Ruby, Mahoney, Fish, Kelley, McGrath; jitneys, Murray, Gleason, Power, Englert, Gallagher; legislative, Gleason, Curtis, Hein, Arnold, Gallagher; ordinances, Green, Englert, Ruby, Norton, Hein, Cox, Curtis; Parkman fund, Curtis, Gallagher, Arnold, Kelley, Ruby; printing, Power, Hein, Curtis, Norton, Donovan; public lands, McGrath, Wilson, Mahoney, Fitzgerald, Dowd; rules, Donovan, Mahoney, Wilson, McGrath, Ruby; soldiers' relief, Mahoney, Kelley, Bush, Power, Fish; hospitals, Arnold, Dowd, Wilson, Mahoney, Fitzgerald; Parks and playgrounds, Dowd, Fish, Gallagher, Bush, Power; public safety, Gleason, Norton, Murray, Ruby, Hein, Cox, Kelley.

RECORD 1/14/30

Rout Band in City Hall

A band of more than 100 Communists who paraded with placards demanding relief for unemployed, the recognition of the Soviet Union and the release of Harry T. Canter, now serving a sentence for criminally slandering ex-Governor Fuller, were driven from City Hall yesterday by a squad of police acting under orders of Mayor Curley.

The mayor refused to meet a committee of Reds or see their spokesman, Ewald Anderson, declaring he was not going to sanction an illegal parade or open air meeting for which no permit had been granted.

After a squad of police had charged the gathering assembled in the City Hall concourse on School st. they dispersed and went to the Communist hall on Causeway st., leaving behind a document demanding unemployment insurance, abolition of vagrancy laws, the seven-hour day and the five-day week, and attacking President Hoover.

CARRY PLACARDS.

Mayor Curley said that, while he was sympathetic with efforts to obtain employment, he had just prior to the visit of the Communists provided for the expenditure of $2,275,000 in public improvements sent to the city council for approval.

The Communists before marching on City Hall had met on Harrison ave. and framed their demands. Then with placards reading, "Release Canter," "We Want Work" and others demanding the recognition of the Trades Union Unity League, said to be a Communist labor organization, they entered the hall.

A committee of six tried to see the mayor, but got no further than the outer office. Meantime the concourse became a place of noisy haranguing which attracted a crowd of several hundred to view the motley gathering of men, women and children.

POLICE CHARGE GROUP

About this time several policemen appeared and charged on the group, scattering them to right and left. The Communists offered no resistance and were soon pushed into the street, where they reformed their parade.

In the typewritten sheet of demands which was left behind they demanded "Recognition of the Soviet Union" to relieve unemployment through increased trade if "normal relations were established."

They also attacked President Hoover for "organizing semi-Fascist councils of leading exploiters of labor to shift the burden of the crisis onto the backs of the workers."

SAY 5,000,000 IDLE

Their statement declared 5,000,000 workers are unemployed at present, wages are being cut, the speed-up system being intensified in the factories and that the city, state and federal government should provide emergency relief in insurance against unemployment, abolition of child labor, overtime and night work.

Harry T. Canter, whose release the Communists sought, is serving a year in the house of correction for criminally slandering ex-Gov. Fuller by carrying a placard in a parade accusing Fuller of the "murder" of Sacco and Vanzetti.

GLOBE 1/14/30

CURLEY MOVES FOR 'STRIKELESS BOSTON'

Confers With Employers and Employes

Holds Conference Because of Vast Construction Program

Mayor Curley's move for a "strikeless Boston" during 1930 got under way yesterday when in his office was held a conference between 40 representatives of employer and employe groups.

Because of the tentative plans for $30,000,000 worth of construction this year, if there is assurance of no delays or interference because of labor troubles, Mayor Curley initiated the conference.

It developed that with the exception of four trades, there are existing agreements that will cover the present year. The trades are stone cutters, glaziers, ironworkers and painters. Their representatives were present and it was agreed that the matter would be taken up with the members of the crafts.

John Carroll, of the cement finishers, declared he did not think that the wage increase question was important as that of jurisdiction and suggested that there be some arrangement to prevent jurisdictional disputes.

The conference adjourned to Feb 10. Mayor Curley, in closing, told the group that if they wanted a year of prosperity and for Boston to be a place where men can come with enterprises, it was in their hands.

COUNCIL BACKS MAYOR'S BILLS

Votes to Discontinue Part of Bath Street

Indorses Completion of South Boston Strandway

Curley Urges Councilmen to Aid His Program

Important measures sanctioned by Mayor Curley received quick indorsement by the City Council yesterday. Immediate action was asked by the Mayor on the discontinuance of a portion of Bath st, which hung fire last year.

Yesterday it was passed under a suspension of rules and there remains no obstacle to the erection of the $1,000,000 addition to the Atlantic National Bank Building Post-office sq.

Under the order, part of the street is sold to the Water Street Company for $30,000. The City Council unanimously approved the order and it will not be long before steam shovels are working.

Prior to the Council session Mayor Curley held a conference with the 22 Council members in his office and urged them to cooperate in his program of public improvement. He informed them that it was their duty to carry on the city government in a manner that would meet the approval of the public, and unless they did they would be held responsible.

Pres William G. Lynch, on behalf of the members, said the Council was anxious to start work as soon as possible on the construction of needed public improvements that would not permit of delay, and that would relieve the present unemployment situation.

Strandway Backed

The order for $750,000 for completing the South Boston Strandway and replacing the L-st bathhouse with a fire resisting structure, also passed under a suspension of rules.

Loan orders of the Mayor calling for $1,000,000 for sewer construction, $200,000 for branch libraries and $300,000 for the establishment of a city printing plant were referred to the Finance Committee.

Two branch libraries are asked for in accordance with the program of the library trustees to erect two each year.

Councilor Green introduced an order, which was passed, instructing the Legislative Committee of the Council to protest against the bill which eliminates the City Council from connection with the acceptance act for additional courthouse facilities in Suffolk County and gives the sole authority to the Mayor.

Other orders by Councilor Green were for an appropriation of $5000 for the employment of a real estate expert by the Council, and an appropriation of $150,000 for repaving Bunker Hill st, Charlestown.

He also offered a resolution asking the Civil Service rules be suspended by the Governor and Council, in order that cities and towns as well as the State may employ laborers, mechanics and other workers without making appointments from the Civil Service list.

Further Bills

Councilor Dowd offered an order for the transfer of the Municipal Employment Bureau from Haymarket sq to a point near City Hall; Councilor Ruby, for the widening of Blue Hill av from Seaver to Canterbury sts and for a branch library at Franklin Field; Councilor Fitzgerald, for the removal of the car tracks and the repaving of Green st, West End.

Councilor McGrath offered a resolution, which was adopted, asking Representatives in Congress to hurry along the erection of the new post-office.

Pres Lynch announced the following committee appointments:

Executive, Mahoney, chairman; Appropriations, Wilson, Ruby, Fitzgerald, Green, Donovan, McGrath and Bush; Claims, Bush, Kelley, Murray, Fish, Cox; County Accounts, Fitzgerald, Wilson, Arnold, Green, Englert; Finance, Donovan, Bush, Dowd, Murray, Gleason, Green, Englert; Inspection of Prisons, Ruby, Mahoney, Fish, Kelley, McGrath, Jitneys, Murray, Gleason, Power, Englert, Gallagher; Legislative, Gleason, Curtis, Hein, Arnold, Gallagher; Ordinances, Green, Englert, Ruby, Norton, Hein, Cox, Curtis; Parkman Fund, Curtis, Gallagher, Arnold, Kelley, Ruby; Printing, Power, Hein, Curtis, Norton, Donovan; Public Lands, McGrath, Wilson, Mahoney, Fitzgerald, Dowd.

Rules, Donovan, Mahoney, Wilson, McGrath, Ruby; Soldiers' Relief, Mahoney, Kelley, Bush, Power, Fish; Hospitals, Arnold, Dowd, Wilson, Mahoney, Fitzgerald; Parks and Playgrounds, Dowd, Fish, Gallagher, Bush, Power; Public Safety, Gleason, Norton, Murray, Ruby, Hein, Cox, Kelley.

30 PERCENT OF CITY'S TRAFFIC MISROUTED

McClintock Says People Don't Know Own Streets

Boston has always been referred to as a difficult city for strangers to find their way about. What is more startling is that Bostonians do not know the best way to go from one point in the city to another. So writes Miller McClintock, director of the Albert Russel Erskine Bureau for Street Traffic Research, in the January number of the Harvard Alumni Bulletin.

"Another somewhat startling aspect of Boston's traffic problem was discovered by an all-day origin and destination survey, which showed that approximately 30 percent of the traffic in the downtown district was misrouted," he says. "The result seemed to indicate that even Bostonians were unfamiliar with the most direct routes from one point to another in their own city, and either through habit or lack of better knowledge were adding to the congestion of already heavily overburdened traffic ways, when simpler, more direct and often less congested routes were open to them."

GLOBE 1/14/30

TWOHIG ARGUES FOR A GREATER BOSTON

Declares Cambridge and Malden "Jerk Towns"

Joint Rules Committee Votes to Hand It to Metropolitan

Among a variety of matters heard yesterday afternoon by the Joint Rules Committee of the Legislature was a petition of Representative James J. Twohig of Boston for appointment of a special legislative committee to investigate the advisability of creating a Greater Boston by consolidation of all communities within 10 miles of the State House.

Representative Twohig said that Mayor Curley intends to call a conference of leading business men and others to study this question. He believed that the Legislature should make its own study.

Mr Twohig argued that the water system, sewerage system, parks system and foundation of the new transportation district show that development has proved the necessity of this district acting as one community. The whole trend of recent years, he declared, is toward consolidation.

In Mr Twohigh's opinion the committee might well investigate the organization in the State House known as the Canopy Club to see what are its aims and what it has been doing. He added that an inquiry into the conduct of the Metropolitan District Commission "would do no harm."

Says Jerk Towns Favor it

"The pols in the jerk towns will oppose this," Mr Twohig declared, "as it will jeopardize their soft jobs, but I believe the people will favor it. The pols want the benefit of all its improvements and let the people of Boston carry the burden. This study is merely keeping abreast of the times."

Senator Clarence P. Kidder of Cambridge asked Mr Twohig to name some of the "jerk towns."

"Cambridge," came the reply. Then Mr Twohig added: "Malden, the city of the dead."

In reply to questions by Representative Victor F. Jewett of Lowell Mr Twohig said he would be willing to have his 10-mile limit made to coincide with the 15-mile limit favored by Mayor Curley.

Mr Twohig said that such a speedy hearing had been given on his petition that he was led to believe that someone had opened a window "ready to throw it out." He expressed his opinion that there might be a referendum on his bill to the people of the communities affected.

Later the Joint Rules Committee in executive session voted to ask to be discharged from consideration of Mr Twohig's bill and to have it referred to the Committee on Metropolitan Affairs.

Hollis Urges Safety Inquiry

Senator Arthur W. Hollis of Newton appeared to urge his resolve for appointment of a special commission to study the entire problem of highway and traffic safety. Several petitions for sidewalks on State highways and regulation of vehicular and pedestrian traffic had been filed, said he, and these could all be grouped under one head for a general investigation. There was no opposition.

A hearing was held on the petition of Representative Slater Washburn of Worcester for a special commission to investigate professional boxing and wrestling as now conducted in Massachusetts. Representative Abraham Casson of Dorchester spoke in favor, pointing out that eight bills affecting the matter had been filed. The hearing was continued to give Representative Washburn an opportunity to be heard.

Pres Gaspar G. Bacon of the Senate, who presided, left the chair to address the committee in behalf of several measures introduced by him for the purpose of doing away with certain classes of special legislation.

Senator Warren E. Tarbell of East Brookfield said he was disposed to look with disfavor on some of the bills affecting towns which Pres Bacon had introduced, because he believed that "some of the towns ought to be protected against themselves."

Will Hear Mulhern Today

Postponement until tomorrow afternoon at 2:30 was granted for the hearing called on the petition of Senator Joseph J. Mulhern of Boston for a special Legislative investigation of the organization and administration of the Boston Police Department.

Senator Mulhern said he had not had time to prepare his case. He also intimated that "something of an informative nature" might be forthcoming from the Police Commissioner.

Police Commissioner Herbert A. Wilson said that he wished to hear Senator Mulhern's side before making any statement.

The Joint Rules Committee voted that tomorrow when it hears Senator Mulhern's petition it will also take up the Senator's petition for an investigation of the pensioning of Oliver B. Garrett, a former liquor officer of the department.

LAST TRIBUTE PAID LIEUT COL MURRAY

Mayor Curley at Services in South Boston

Funeral services for Lieut Col George F. H. Murray, a Medal of Honor hero of the Spanish-American War, were held yesterday morning from Maj M. J. O'Connor Camp Building, West 4th st, South Boston, where the body had lain in State since Saturday night.

The escorting military and veteran organizations gathered outside at building at 9:30 and saluted as the flag-draped casket was borne out.

The cortege was formed, with a firing squad from the 9th C. A. C. of Fort Banks, in command of Sergt Oscar Smith, leading. Next came the escort from old Co B, 9th Infantry, who served under the then Capt Murray in the Spanish-American War. Also in the line were the uniformed members of Maj O'Connor Camp, U. S. W. V., the Women's Auxiliary, and uniformed members of Michael J. Perkins Post, A. L.

A solemn high mass of requiem was celebrated at St Augustine's Chuch by Rev Joseph F. Coppinger, IPP, assisted by Rev Richard A. Burke, as deacon, and Rev Thomas F. Devlin, subdeacon. Rev Lawrence W. Slattery of Newton was within the sanctuary.

Among the throng of friends who attended the services was Mayor Curley.

Burial was at Holy Cross Cemetery in Malden. Prayers were read at the grave by Fr Burke. The burial ritual was conducted by Commander Joseph Murphy, assisted by Chaplain Lieut Devlin. "Taps" was sounded and three volleys were fired over the grave.

The honorary pallbearers were from the Massachusetts Commandery of the Spanish War Veterans. These included:

Lieut Gen Edward L. Logan, Brig Gen John H. Dunn, Col Thomas F. Sullivan, Col John Barry, Lieut Col Joseph J. Kelley, Maj James L. Mulloy, Maj Thomas Quinlan, Maj John Hayes, Capt Horace Parker, Lieut Thomas Devlin, Department Commander Charles F. McCarthy, Quartermaster Gen George P. Field, Col Edward J. Gihon, Pension Commissioner Richard R. Flynn, Lieut Col Alfred J. L. Ford, Capt John J. Lydon, Ex-Lieut Gov Edward P. Barry and Senior Vice Commander Emery Griswold.

DROP POSTOFFICE FROM CIVIC CENTER

Mayor Curley Makes Announcement

New Federal Building Will Be Built on Old Site

With the statement from Washington that Boston's new Postoffice will be built on the site of the old one, efforts will be dropped to have the new structure a part of a proposed civic center.

This was announced yesterday by Mayor Curley after a conference at City Hall.

The fact that Washington, after many years, had acted and appropriated the money; that it was available and would help the unemployment situation by affording immediate construction, and that the land would cost $600,000, all aided in a unanimous opinion that it would be inadvisable to interfere in any way with the Washington program.

The members of the City Planning Board and Ralph Adams Cram, Charles A. Coolidge, Charles D. Maginnis and Clarence Blackall, architects, were at the conference.

The architects agreed to work with the Planning Board on plans for a civic center in which might be established a city hall, a school administration building, an auditorium and such other structures as necessary. They will serve without compensation, and it is believed the study will require almost a year.

RECORD 1/14/30

"Rip" Autographs Book for Mayor Curley



Robert L. "Bob" Ripley, famed cartoonist of the unusual, appearing this week at the Keith-Albee, Boston, shown yesterday as he autographed one of his "Believe It or Not" books for Mayor Curley at City Hall. The mayor was greatly interested in Ripley's amazing work.

MAYOR TELLS RIPLEY A 'BELIEVE IT OR NOT'

Believe it or not, Bob Ripley spent a busy day yesterday, after receiving a warm official welcome from Mayor Curley as a guest of the city of Boston.

The creator of "Believe It or Not," the Daily Record's unique and popular feature, who is appearing this week at the Keith-Albee theater, spent a congenial hour with his honor, exchanged books, pictures, good wishes and reminiscences, and "listened in" on a press interview.

"So you're Mr. Believe-It-or-Not!" Mayor Curley greeted his visitor in his office at City Hall. "I've got your book at home, and I certainly enjoy it."

"Here's another one," Ripley answered, proffering his honor a copy of the latest edition of his work, inscribed with good wishes.

MAYOR HAS ONE OF OWN

Mayor Curley reciprocated by handing Ripley a new photograph of himself, upon which he wrote: "To Robert Ripley, with best wishes, from James M. Curley, Mayor of Boston—Believe it or not."

The Mayor and Ripley then talked for some time of New York, where Ripley lives, and of California, where he was born. The Mayor invited his guest to be present at his interview with newspaper men, and introduced him to the press of Boston.

Mayor Curley then contributed a "Believe It or Not" of his own.

"Believe it or not," said the mayor, "I am the only mayor of Boston who was born in Boston, and Mrs. Curley is the only wife of a mayor who was born here. I have served a term twice as long as any of the 39 mayors."

"Don't be surprised if you read that on the back page of the Daily Record," Ripley retorted. "That's good enough for me to use."

A MATCH WITH GLYNN

On his way from the mayor's office, Ripley met ex-Fire Commissioner Theodore Glynn, proud possessor of the handball championship won recently at the city gymnasium.

The former commissioner challenged Ripley to a handball match, singles or doubles, to take place during the week. Ripley accepted the challenge.

Ripley, after leaving City Hall, went to the book department of Jordan Marsh Co., where his book is on sale, and where a mob of more than 400 customers surrounded him.

While men and women fought for an opportunity to meet him in person, Ripley autographed copies of his book, which sold faster than he was able to write.

RECORD 1/14/30

Mayor Curley at Murray Services

Mayor Curley and other representatives of city and state were present yesterday at funeral services for George F. H. Murray, a brother of former Senator Murray, at St. Augustine's Church, South Boston. Solemn requiem high mass was celebrated by the Rev. Joseph Coppinger.

GLOBE 1/14/30

BOSTON ASKS USE OF GOVERNOR'S ISLAND

J. A. Conry Hands Petition to Navy Department

Mayor Wants to Erect Mooring Mast for Dirigibles

Special Dispatch to the Globe

WASHINGTON, Jan 13 — Ex-Congressman Joseph A. Conry of Boston presented to the Secretary of the Navy today the petition of Mayor Curley for the use of Governor's Island for a site for a mooring mast in connection with the development of the Boston Airport.

Mr Conry was responsible in 1902 for the transfer of the island from the Federal to the Boston government. This morning, accompanied by Senator Walsh, he called on Admiral Parsons, chief of the Bureau of Yards and Docks, to whom Mr Conry presented the Mayor's petition. Later the Senator and Mr Conry consulted wtih members of the Navy Legal Department.

Mr Conry made a second trip to the department, accompanied by Congressmen Douglass and McCormick of Boston, and called upon Asst Secretaary of the Navy Ingalls, to whom they explained the plans for utilizing the island.

Authority Given City

The petition, which Mr Conroy presented to the Navy Department said:

"Under joint resolution authorizing the use and improvement of Governors Island, which was approved June 5, 1902 (Public resolution No. 29), power and authority was conveyed to the city of Boston 'to permit the city of Boston to improve and beautify Governors Island or a portion thereof, upon plans to be previously approved by the Secretary of War.' Completed plans were never made by the city of Boston under this resolve. Under reserved power in the resolution, the Navy Department acquired control of the island during the World War, contemplating its use as a naval base, but no action was taken.

"Acting as special representative of Hon James M. Curley, Mayor of Boston, I hereby petition the department for such recommendations and action as will cooperate with the city of Boston in developing said island for the purposes of a mooring mast for dirigibles.

Would Improve Island

"It is the intention of the Mayor of Boston immediately to improve Governors Island by such construction work, grading, and so forth, as will result in making the island available for the purposes herein stated. The contemplated development is in connection with the existing airport on Jeffries Point, adjacent to Governors Island. All work on the island will be done under plans to be approved by the Navy Department.

"The Mayor of Boston is anxious to cooperate with the President of the United States in advancing public work at this time. The city of Boston undertakes to expend several hundred thousand dollars in doing the necessary construction without expense to the Federal Government. This is to be a great public work and when perfected will be of value to the Federal Government for purposes of national defense. It is urged that early action be taken on this petition in order that work may be started at an early date.

"With your approval, I would like to take up immediately with the chief of aeronautics the matter of this development and see what agreement can be reached as to the plans that may be presented for the subsequent approval of your department."

HERALD 1/14/30

$30,000,000 for Building Here, if 'Strikeless 1930'

Curley Outlines Year's Plans, but Asks Labor for Guarantees

Mayor Curley told representatives of the employers' association and the local unions of the building trades of Boston yesterday that approximately $30,000,000, in public and private capital, was to be expended in construction work this year, contingent on having guarantees of a "strikeless 1930."

The mayor then made it plain to both groups that rather than incur the risk of having this great building program held up by jurisdictional strikes, the city funds would be expended in a program of street construction, widenings and improvements, which it is understood would reduce the program by about $20,000,000.

If peace in the building trades industry of Boston was assured, continued the mayor, a much greater expenditure of capital for building construction would probably be arranged.

CONFERS WITH 75

The occasion of Mayor Curley's announcement was a conference in the mayor's office of 75 representatives of the two building trades groups. He declared he would make every effort to obtain a guarantee of peace and he expressed hope that present difficulties would be adjusted by the time of the next conference, to be held Feb. 10.

All that stands in the way of peace in the local building trades industry this year is the complicated question of jurisdiction of unions and the demands for wage increases by four crafts, the glaziers, ironworkers, painters and stonecutters.

Mayor Curley was emphatic in his declaration that the existing difficulties involving the four crafts could and should be settled in order that promoters of new building could be given definite guarantees they would not be handicapped.

ANXIOUS TO CO-OPERATE

Representatives of both factions assured the mayor that they are anxious to co-operate with him in furthering the building program projected. He stressed the ultimate benefit of steady employment in contrast with work over a period of a few months and called attention to the pledge given to President Hoover by President Green of the A. F. of L. that no wage increases will be asked this year and that no reductions will be considered.

"I see no reason," said the mayor, "why that is not a good idea to put into effect in Boston." He added that he saw no reason why differences should stand in the way of the consummation of a building program which he believes may be comparable to that in 1922 when he succeeded in obtaining a similar agreement with the result that new building which cost $79,000,000 was constructed.

"It is in your hands," he concluded, "and I trust that you will take into consideration every factor, weigh them carefully and appreciate that this conference was called primarily for the benefit of the workers. I desire to do everything possible to give confidence to those who are desirous of constructing new buildings this year."

The importance of the problem of jurisdiction was described by John Carroll of the Cement Finishers' Union, who declared that it was a national problem, but expressed the opinion that the dispute might be settled on a purely Boston basis.

Pending the outcome of a conference between national groups of employers and employes at Tampa, the Boston groups will mark time on the question of jurisdiction, but the mayor was promised that efforts to adjust the controversy about wages involving four crafts will be undertaken speedily.

HERALD 1/14/30

Mayor and City Council Want New P. O. Construction Started On Old Site

Mayor Curley and the city council yesterday flatly refused to support the plan to convert the Postoffice square site of the new federal building into a site for a war memorial or a civic centre. Instead both the mayor and the council expressed the hope that construction of the new postoffice will be started there as quickly as possible.

Mayor Curley's suggestion to the city planning board and four prominent architects, Charles D. Maginnis, Clarence Blackall, Charles A. Coolidge and Ralph Adams Cram, whom he organized into a group to study the plan of a civic centre, to consider the advisability of including a new postoffice in such a centre was immediately and unanimously rejected.

Later the city council sent to the Boston congressmen a resolution asking their assistance in hastening the actual starting of construction work upon the building.

The quietus which the mayor's civic centre group applied to the project was in no way a rebuke to him. He merely suggested the advisability of consideration of the inclusion of a postoffice building in a civic centre group and he was told that it was the unanimous judgment of the group that it would be inadvisable.

They rejected the suggestion because the federal government has already decided the matter, because of the $6,000,000 value of the site, and because of the need of relieving unemployment.

The planning board and the architects told the mayor that they would, without compensation, study the matter of a civic centre which he suggested might include a new City Hall, a school administration building, an auditorium and such other structures as are deemed necessary. From six months to a year will be devoted to such a study.

MAYOR TO ADDRESS BOTTLERS' CONVENTION

Mayor Curley will speak on "Bring Your 6000 Convention delegates to Boston in 1931" at the banquet during the 13th annual convention of the Eastern Soda Water Bottlers' Association and the Rhode Island and New Hampshire-Vermont Bottlers of Carbonated Beverages, at the Elks' Hotel today and tomorrow.

POLICE DRIVE REDS FROM CITY HALL

Communists Seek to Tell Mayor of Need of Relief Of Unemployment

Police broke up a demonstration staged outside of City Hall, yesterday by 75 Communists, while a committee unsucessfully sought audience with Mayor Curley to tell him about the need of relieving the unemployment situation.

Two of the group which marched from a Harrison avenue hall to School street and invaded the approach to City Hall, had spoken when policemen forcibly dragged the orators outside of the fence and ordered them to keep moving.

A crowd of several hundred was attracted but beyond the force which was used to convince the speakers that the order to leave the City Hall grounds would be carried out, there was no display of authority by the police.

Mayor Curley sent out word to the committee that his first answer to the demand for relief of unemployment was the submission to the city council of appropriation orders of $2,000,000 for construction projects which will be started immediately.

TRANSCRIPT 1/13/30

TRAFFIC CONDITIONS BETTER

To the Editor of the Transcript:

The statement in an article in the Transcript that the new city administration was unconvinced of the necessity of the Boston Traffic Commission and that the work of this commission was as satisfactorily performed by the street commission, must be in sharp conflict with the opinion of the average motorist as well as the average observant pedestrian.

The improvement in the control and guidance of motor traffic in this city since the inauguration of the Traffic Commission has been one of the most progressive achievements of the Nichols administration. The Street Commission apparently never even considered it necessary to have street signs on many of our most important streets, a condition that has disgraced the city for a generation. Only the pressure of public opinion finally aroused the Street Commission out of its lethargy long enough to start, but never finish, the work of installing modern street signs. At scores of street intersections today in every district of the city you will find the new sign posts without any sign in the brackets provided for them, or perhaps one sign only. Many of these signless or half-signed posts have been standing just like that for more than a year. That seems to be typical of the work of the Street Commission.

Contrast this with the energetic manner in which the Traffic Commission has performed its duties. If it had accomplished nothing else but the establishment of guiding signs, route markers, etc., its existence would be justified. At important and confusing intersections, like that of Arborway and Center street, there were no adequate direction signs. At numberless important crossings, like Beacon street and Massachusetts avenue and Forest Hills square, one of the most irritating causes of congestion has been the practice of motorists stopping their machines as well as all following machines, to ask directions from the traffic officer. All that was necessary to remedy this evil was the placing of a direction sign in a conspicuous position, but nothing was ever done about it until the coming of the Traffic Commission. Boston today is one of the most well marked cities in the country. Every important intersection along generally traveled routes is now so plainly marked that one cannot go astray. All streets and parkways that are links of through routes are plainly marked with route numbers. These route number markers are the principal guide a motorist in unfamiliar territory has, yet here in Boston, where they were needed most, there were none.

The new parking and one-way street regulations have helped wonderfully. Washington street between Haymarket and Adams squares has long been a center of congestion and the necessity of making it one-way has been apparent for years, but it remained for the Traffic Commission to put into effect this badly needed reform.

In view of the contrast between the manner in which the activities of the two commissions have been carried out, it would seem advisable to allow the Traffic Commission to handle the work of the Street Commission.

LOREN B. FLOOD

Boston, Jan. 10.

Endangering Planes and Lives to Argue Over Sale Terms of an Obsolete Hangar

By Franklin Jordan

AS yet, no one has answered a highly important question—why, when all parties concerned are agreed that the old Boston Airport Corporation hangar endangers planes and lives in its present location, it is not immediately moved off the field and argued about afterward. Just what agreement the Ames estate makes with the city of Boston over terms of sale, or what legal difficulties are involved, is of little importance compared to the necessity of removing a serious menace from the middle of an otherwise excellent landing field. If some innocent person is killed in a smashup against this obsolete barn, the parties concerned will have much to answer for. And the possibility is not unlikely.

Investigation for the reason of this needless delay revealed the following: that all parties concerned agree that the hangar is a menace at present; that they also agree it should be removed immediately; that Myron P. Lewis, who represents the owners, agreed to the city's price of $15,000 provided that a three-year lease on an equivalent plot of ground elsewhere at the airport was included; that this had the approval of Mayor Nichols; that the order for $15,000 was referred to the City Council by the mayor on Sept. 23 of last year; that the City Council referred it to the committee on Public Lands; and, finally, that it has been there ever since.

Button, Button!

This last was a surprise discovered Saturday morning, when, without intending to, we started playing that delightful little game known as "Button, Button, Who's got the Button?" Park Commissioner Long was first interviewed. As he understood it, the matter was all settled and waiting for Mr. Lewis's signature, and for that matter, Mr. Lewis might have signed by this time—"see Frank Deland in the city law department." Commissioner Long explained that the papers to be signed were for an option on land beyond the National Guard hangar.

At Mr. Deland's office, premature elation vanished. Mr. Lewis had not signed. The papers, apparently, were not ready, and it was then that Mr. Deland discovered the City Council committee on Public Lands had the order, which he and all the rest concerned had supposed was passed. Later, Mr. Lewis expressed even more surprise. The last he had heard, the city hadn't agreed on a site for the exchanged land. He had made his conditional offer to accept the city's price and that was his last information.

Lost—One Committee

Meanwhile, another source of delay has arisen. The old City Council is no more—be thankful or otherwise. And with it went the committee on public lands. Commissioner Long has said that he will see that action is taken on this order at the meeting of the City Council this afternoon. Having attended several sessions of the City Council, we are more skeptical than hopeful that he can. If the City Council acts on the matter this afternoon it will have much to its credit, and, contra-wise, much to its discredit if it allows its diligence to serve for an excuse to further delay removal of a menace that has existed too long already.

As the property in question is further involved by conflicting State and city leases, there are many legal difficulties that can be used for endless delay. These leases have already prevented the property being taken by eminent domain. Mayor Curley has shown that his interest in the Boston Municipal Airport is more than public "hurrah" and his prompt action in sending Joseph Conry, newly appointed traffic commissioner, to Washington to arrange for taking back Governor's Island from the War Department and erecting a dirigible mooring mast there is deserving of highest praise. That and the seaplane basin will make our ariport a truly complete aviation unit. But neither mooring mast nor seaplane basin will give us a good landing field—only the removal of that obsolete hangar can do that.

What Can Be Done

Since all the parties concerned agree that the hangar should be removed, there is one thing they can do if they are sincere. They can all get together and make some sort of an arrangement which will allow for the immediate removal of the hangar and let the litigation continue to their hearts' content. Let photographers, surveyors and the rest of the experts be assembled. Let them photograph, survey and compute until they have every conceivably needed figure and then move the building to some temporary location until it is decided what is to be done. If necessary, keep the spot outlined in whitewash from now to the end of time, but move that building!

As for the Boston City Council, it has an opportunity this afternoon to show its superiority over the old City Council and prove its worth to the citizens. Its own experts, in other departments of the city, have agreed that $15,000 is a fair price. Mr. Lewis has accepted it. The order should be passed. And if there are those, who for motives better unquestioned, attempt to delay its passage, other members can at least force a compromise that will prevent the City Council from being blamed for a negligence that may lie elsewhere.

Gentlemen of the City Council, we look to you.

TRANSCRIPT 1/13/30

Mayor Curley Zooms on the Takeoff—Mr. Business Man Discovers a Couple of "Tin Sheds"

By Harry D. Copland

THE Boston Airport is not the finest commercial airport in these United States today in spite of the radioed and written statements to that effect which have been so carelessly passed out during the past few months. The flying surface is much too cramped; a shabby, obsolete, unused hangar squats in the middle of this flying surface presenting a real hazard to the flyers using the port; the roads are muddy and full of rough spots; fencing is far from complete; sidewalks are practically unknown; and there are no real facilities for seaplanes.

In spite of the above we find that those whose jobs take them to the port every day are still talking about the "greatest airport in the United States."—and with good reason. We sincerely believe that potentially the Boston Airport is the finest. This business of flying for a living has taken us to a good many of the larger airports in the country and not one of them has the natural advantages possessed by the Boston field.

Eliminating Some Faults

We have told you some of the reasons why the East Boston Port is not the very best. Plans are well advanced, and in many cases in process of execution, which will within a matter of only a few weeks eliminate many of these "reasons." Mayor Curley realizes the importance of aerial transportation and what the city of Boston can profit by making adequate preparations to use new means of travel. Boston's flyers are rejoicing over his proposals to improve the airport and we know that sometime—and a sometime not far distant—the citizens of Boston, to a man, will owe a debt to Mayor Curley for what he plans to do.

Let's for a minute or two forget the soggy roads, small runways, and the rest of the "negative reasons" and see what we have at the airport today to be proud of. Only today we received quite a shock when Captain Mills brought a well-known Boston business man into our office for a chat. This busines man admitted that he literally had to be dragged over to have a look-see at the airport, for, said he, "I expected to see three or four tin sheds, a few airplanes being mended and some chaps in overalls. Frankly, I did not expect to be interested."

What He Found

This is what he found: At the entrance of the field the finest—we say it advisedly—municipal airport administration building in America, wonderfully laid out, with a control tower on top; a building that could easily be mistaken for a museum in any large city. Next to this building, in a southeasterly direction, Mr. Boston Business Man saw looming up the huge operations building of the Curtiss-Wright Flying Service, hangaring 18 planes, with spacious offices and a large finely furnished waiting-room open to the public, in addition to the school rooms. Next in this line of buildings the captain pointed out the Skyways building, another fine combination hangar, school and office quarters. Then, down the line, to East Coast Aircraft, with its well-furnished showroom, shop and hangar combined. The last sturdy building in this line was the skillfully planned Colonial property, with its hangar space for the huge New York-Boston passenger and mail planes and waiting rooms for passengers.

Our visitor then went back to the municipal building and turned the corner to gaze upon another row of buildings running toward the northeast. Here stood another huge Curtiss-Wright Flying Service building, the service hangar and containing one of the finest aircraft and engine shops in the East. Back of this building he saw the rebuilt Army hangars and quarters, and beyond these the buildings and hangars occupied by the National Guard.

It should be remembered that these structures are not mere buildings but are examples of the very latest engineering and architectural studies of airport designers, built of steel, brick and stone. To enter any one of these buildings is a revelation to the man whose conception of a flying field was gained during the war or from the old type barnstormers' quarters.

Barkers Gone

In at least one of the buildings there is a complete store where one can buy anything in the aeronautical line from a transport plane costing over one hundred thousand dollars to a model plane costing fifty cents. All sorts of airplanes are on display by the various companies at the port and courteous salesmen will show you sport planes which can be purchased for a couple of thousand, as well as the big "buses." If you appear interested you will probably be asked to take a demonstration flight, in exactly the same manner that an automobile salesman approaches you. If you accept, a skilled uniformed pilot, licensed by the Federal Government, will take you for an aerial spin, and if the plane happens to be a three-place the salesman will go along and point out to you the comforts, speed, and other features of the particular machine that you are riding in.

If you don't happen to feel like buying an airplane, or a course in flying, or an aerial map, or a short flight over the city on the day that you visit the port you won't be hounded by "barkers" as in the old days. For the asking you will be conducted through the hangars and shops,, or, if you choose, you may lounge in a comfortable chair before a window in a well heated waiting room watching the "doings" on the field, as planes take-off and land for cross-country flights, local hops, or student instruction work. It's a continuous show, except when the weather is really bad.

Only a Few "Menders"

You won't be lonely at the airport. Just as an example of the work that is going on there it is of interest to know that one organization alone—Curtiss-Wright Flying Service—employs over sixty persons in its two buildings at the port. Only a small proportion of the personnel at the field actually pilot the airplanes, and as our businessman friend phrased it "mend" the machines. Hard-headed business has entered the aviation ranks and this is what has brought about the great change in flying fields during the past few years. There are dozens of men and women at the port engaged in the running of the business end of the aviation industry. A great many of these were formerly engaged in the piloting end of the game.

We repeat again that Boston has not the finest airport—but this city has one which is on the way to greatness and one of which she may well be proud even today. Mayor Curley has made a magnificent "takeoff" in the right direction: a follow-through of which can only mean the happiest of landings. The future of the Boston Airport rests in the undeveloped land between the present field and Governor's Island—I almost dare say, looking ahead a few years—the future of the city of Boston lies there. And, bye the bye, boys at the field tell me that the free flight for the mayor is still waiting.

TRAVELER 1/13/30

EJECT REDS FROM CITY HALL GROUNDS

Police officers attached to City Hall were called upon to forcibly eject 75 communists from the grounds today when speakers started a harangue on unemployment while two of their members were trying to oobtain an audience with Mayor Curley. Outside the gates a crowd of about 500 persons gathered. Officers were summoned and when the men would not move were forcibly thrown out on to School street. No arrests were made.

TRANSCRIPT 1/13/30

Bills for Electrification of Railroads in Boston

Electrification of the railroad lines in Metropolitan Boston, establishment of belt lines connecting rail and steamship terminals and the use of roadbeds of the steam roads for rapid transit extensions, all of which were recommended by Mayor Curley in his inaugural address, are proposed in two bills filed with the Legislature by Representative Walker of Woburn on the petition of Raymond P. Delano, George Demeter and Lawrence S. Apsey, as counsel for the New England Development Association.

The sponsors say they believe that such proposed changes will bring about a permanent solution of the Elevated problem, without additional taxation, elimination of all double fares and switching charges, and a saving of $11,409,000 a year to be available for transit improvements and reduction of fares and rates in Greater Boston.

GLOBE 1/13/30

CONFERENCE ON CIVIC CENTER FOR BOSTON

Postoffice Building Eliminated From Plans Discussed by Mayor and Leading Architects

Announcement from Washington that the Postoffice-sq site would be used for the new postoffice building, resulted in the elimination immediately of any suggestion that a postoffice be a part of the proposed civic center for the city of Boston.

Mayor Curley today held a conference at his office in City Hall on the civic center project and announced the abandonment of the postoffice idea The fact that Washington, after many years had acted and appropriated the morey; that it was available and would help the unemployment situation by affording immediate construction and that the land would cost $600,000, all aided in a unanimous opinion that it would be inadvisable to interfere in any way with the Washington program.

The members of the City Planning Board and Ralph Adams Cram, Charles A. Coolidge, Charles D. Maginnis and Clarence Blackall, architects, were at the conference. The architects agreed to work with the Planning Board on plans for a civic center in which might be established a city hall, a school administration building, an auditorium and such other structures as necessary. They will serve without compensation and it is believed the study will require almost a year.

ORDERS TO CITY COUNCIL CALLING FOR $2,275,000

Mayor Curley sent to the City Council meeting this afternoon orders calling for the expenditure of $2,275,000. One order calls for $1,000,000 for sewerage purposes. The next largest item is for $750,000 to be used for the completion of the South Boston Strandway.

The city printing department has accumulated $300,000, a growth of about $100,000 since Mayor Curley left office. The Mayor believes that considerable can be saved by establishing a printing plant for municipal purposes, to be built and owned by the city. The idea is unique and the Mayor said it could be built for the amount of the funds on hand in the printing department.

The plant, he said, would require 12,000 to 15,000 sq ft of floor surface and he believes that the Board of Health could be provided for in the same building. One of the items today is for $300,000 for the printing plant.

Another order to the Council today is for an appropriation of $225,000 to be expended in the development of a golf course on land owned by the city in West Roxbury, adjacent to the Arnold Arboretum.

TRANSCRIPT 1/13/30

Oppose Plan of Civic Center on Post Office Site

Group of Architects Fear Delay in Building—Will Look Elsewhere

Though Mayor Curley had been friendly to the suggestion that the post office site might be considered by the city in connection with a civic center and as a war memorial, a group of architects in conference with him today, including Ralph Adams Cram, Charles A. Coolidge, Charles D. Maginnis, Clarence H. Blackall and also members of the City Planning Board, flatly rejected the idea, not only on the ground that no impediment should be placed in the way of a new post office, but from the viewpoint that a civic center, architecturally and otherwise, would be more desirable elsewhere. The group promised to go to work on a survey and plans, a work that may require nearly a year.

Mayor Curley, during his previous administration, urged public sentiment in favor of a civic center where might be grouped a new city hall, a school administration building and other units. The site that he and other public officials had always inmind as ideal is that occupied by the old Technology buildings on Boylston street, which are not available because of long-time restrictions in title One or more sites on Beacon Hill have been under consideration, and it is understood that the group in conference with the mayor today have several other locations in mind, none of which would involve an expenditure for land and buildings at all comparable with the $6,000,000 valuation of the post office site

TRANSCRIPT 1/13/30

Conger to Start in Curley Mile at Prout Meet

Defeated Nurmi, Lermond, Hahn and Wide—Mayor's Son in School Relay

Ray Conger of the Illinois A. C. has entered the K. of C. mile for the James M. Curley trophy, a feature event in the William C. Prout Memorial Games which the Knights of Columbus of Massachusetts will conduct in the Boston Garden Saturday night, Jan. 25. Coupling this pleasing announcement from John E. Swift, director of the games, comes word that six of the Boston high schools will enter relay teams in the contests.

Boston Latin, English High, Dorchester High and Commerce will send senior two lap teams to compete with each other. In addition midget relay races are to be run again. Latin, English High, Mechanic Arts and Trade School will have the little quartets on the line.

There will be extra interest in the senior relay this year for Hon. James M. Curley, doner of the trophy for the K. of C. race, has a son, Paul, running on the Latin team. This dark haired little fellow, with a world of confidence and courage, proved to be the fastest at 300 yards in the recent Latin-Commerce-Mechanic Arts triangular games.

The entry of Conger is the first announced for the big K. of C. mile and is quite enough to insure the finest of competition. Conger has conquered Paavo Nurmi, Lloyd Hahn, Edvin Wide and Leo Lermond. He is the National A. A. U. champion at 1000 yards. He is at school at Columbia University in New York this winter and is just beginning to feel like himself. He has run a mile under 4.15 and has been on two Olympic teams.

MONITOR 1/13/30

CURLEY SEEKS $2,000,000 FOR NEW CITY PROJECTS

Printery, Sewage Work, Public Golf Course, South Boston Strandway on List

Mayor Curley has placed with the Boston Planning Board recommendations for immediate appropriations of more than $2,000,000 for four city projects, which he hopes will be started by the middle of February in order to relieve unemployment at once.

Mayor Curley proposes an appropriation of $300,000, to be taken from the accumulated surplus in the Municipal Printing Department for the erection of a city printing establishment, owned and built by the city; $750,000 for the completion of the South Boston strandway; $1,000,000 for immediate sewage work, and $225,000 for the building of a municipal golf course in West Roxbury, near the Arnold Arboretum.

The erection of a printing establishment giving the city a printing plant in its own building, would, the Mayor believed, be unique in municipal affairs. This building might also contain the Department of Health, he said. Its location was not advised by the Mayor.

The South Boston strandway was started in Mayor Curley's previous administration. The golf course has been advocated by William P. Long, park commissioner, for years, as an urgent city need.

Mayor Curley and the City Planning Board in conference, agreed to co-operate with the Government in the erection of a Federal Building on the site of the old post office, with the desire to hasten its construction for the purpose of aiding employment. The conference ended unanimously in favor of quick, unhampered activity.

The Mayor also recommended the formation of a civic center to include a school administration building, city hall and municipal auditorium, and such other structures that might be suggested. While Mr. Curley made no statement as to its probable location at the time, he has mentioned on many previous occasions that, owing to the growth of Boston, the vicinity of Park Square would be a suitable locality for such a center. He advised a study of the problem with six to eight months in which to draw up a survey.

CURLEY ENTERS PETITIONS FOR IMPROVEMENTS

Mayor Presents 16 of 494 Bills to Legislature on Final Day

Among 494 bills presented to the 1930 State Legislature on the last bill-filing day were 16 by James M. Curley, Mayor of Boston, most of them petitioning for improvements and changes referred to in his inaugural address. The last-day rush brought the total number of bills filed to 1282.

Mayor Curley petitioned for permission for the City of Boston to borrow $17,000,000 for widening of streets and other construction projects; changes in existing laws relative to the borrowing capacity of towns and cities; perfecting of amendments to zoning laws; investigation of the advisability of minimizing short-term borrowing in anticipation of taxes by towns and cities; expenditure of $1,000,000 for a strandway in the Bayswater district of East Boston; leasing of Governor's Island by the Commonwealth to the City of Boston for airport development, and authority to eliminate street-car lines in Governor Square.

Provisions for the distribution to Boston of all fees collected from violators of motor vehicle ordinances to be used for highway purposes; legislation providing that one-half of the revenue from the tax on gasoline be apportioned among cities and towns for local highways improvements; abolition of the tax limits in Boston, and revision of the law which limits Boston to a borrowing capacity of $1,000,000 for sewers, were also asked by the Mayor.

The streets which the Mayor would have widened at an estimated cost of $2,000,000 are Dorchester Avenue from Fort Point channel bridge to Old Colony Avenue, and Summer and L Streets to Broadway, South Boston. He also would have authority given the Mayor to expend $125,000 annually for the entertainment of distinguished guests, and for conventions.

His petition for paving streets would involve a loan to the City of Boston of $10,000,00.

Would Electrify Railways

Electrification of railroad lines in metropolitan Boston, establishment of belt lines connecting rail and steamship terminals, and use of the roadbeds of steam lines for rapid transit extensions, together with a permanent solution of the Elevated problem without additional taxation, elimination of all double fares and switching charges and a saving of $11,400,000, are among the results expected from the two bills introduced by Wilford A. Walker, Representative from Woburn, for the New England Development Association.

Numbered among the most constructive measures was one introduced by John F. Fitzgerald, former Mayor of Boston, who advised the appointment of a special commission to study the possibilities of four-lane express traffic highways in the metropolitan areas. Many other important bills of a similar nature were filed, recommending traffic regulation improvement and highway construction.

A bill providing for widening of Chardon and Merrimac Streets, enlargement of Haymarket Square, widening and improvement of Cross Street to the new East Boston tunnel plaza, or construction of a street parallel to Cross Street, and improvement of other streets approaching the tunnel, has been filed with the clerk of the House on petition of Francis H. Fay and Henry L. Harriman, chairman of the Metropolitan Planning Board.

With only slight changes, a bill filed with the Legislature last year for the establishment of a commission to study the question of providing additional accommodations for the court and other officials in Suffolk County, has been re-introduced.

Other bills provide for authorizing the State Department of Public Works to lease to the City of Boston additional land in South Boston for airport purposes, and an educational institution for instruction in industrial, mechanical and practical arts.

A bill, providing for the proposed subway and a surface, through-traffic artery, extending from Hanover and Washington streets to Stuart and Washington Streets, at an estimated maximum cost of $100,000,000, was filed by Joseph J. Mulhern, Senator from Boston, on petition of W. J. McDonald, traffic expert.

AMERICAN 1/13/30

Ray Conger Will Compete for Mayor Curley Trophy

HUB SCHOOLS ENTER K. C. MEET

RAY CONGER, limber limbed middle distance flash of the Illinois A. C., is the latest entry in the K. of C Mile, feature race of the William C. Prout Memorial games at the Boston Garden, one week from Saturday night.

Six of the Boston high school relay teams are to battle in the games. Latin, English, Dorchester and Commerce have senior teams competing. Latin, English, Trade School and Mechanic Arts junior teams will race.

Latin school's relay four is sure to get plenty of attention in its race, for Paul Curley, son of the Hon. James M. Curley, Mayor of Boston, is one of the fastest young men on Charley Fitzgerald's Latin track squad, and probably will run anchor on his team.

Paul Curley stepped out in the 300 of the Latin-English Mechanic Arts meet last week, and won the event. He had to defeat some fine racers to come through in that clash, and in winning showed that he had a lot of speed and courage.

The races of the junior teams should be among the most popular events of the meet. These little fellow are racing every week in the Boston school meets, but the only chance most of the fans get to see them is when they compete in a regular meet at night. Their racing will be worth the price of admission.

Ray Conger in the K. of C. mile means a good race. Conger has beaten the great middle distance stars of the world and when up against tough competition invariably turns in a great performance.

He has beaten Lloyd Hahn, Leo Lermond, Paavo Nurmi, Edvin Wide and most of the other headliners during the past few years, and has run a mile under 4:15. The only thing that Conger lacked in the past was consistency. When he was not at his best, in many races he looked like a second rater.

However, Conger is studying at Columbia U. this year, and has trained steadily and seriously. He has been doing remarkably well in time trials, and figures that he will be the best of the milers this year. With Leo Lermond out of U. S. competition for the winter Conger is likely to be the champion of the American milers this year.

Right now the only one who seems to be fit to battle Conger is Bob Dalrymple, B. A. A. runner, and former Dartmouth star. Jack Ryder, Unicorn coach, said a few days ago that Dalrymple is good for a 4:20 mile. If the B. A. A. star enters the K. of C. mile he should give Conger the battle of his life.

DEDICATION IS BIG EVENT AT AIRPORT

By GEORGE HAMBLIN

Despite the bad weather, East Coast Aircraft Corp.'s open house was well attended all during the day, and when the official closing time came, there were so many visitors in the building that the doors couldn't be closed for another hour.

Yea, verily, East Coast's building is well dedicated, and if the well wishes Fred Ames and Frank LeMan received go toward the success of the company, we are sure that the outfit will go across one hundred per cent.

The out-of-town guests started to arrive early in the morning when Horton Chandler dropped down from Concord, in a Waco, bringing the apologies of Bob Fogg for not being able to attend because of the serious illness of his sister. Chandler represented the New Hampshire Aviation Company in good style, however.

Then Eric Wood, he of record-holding fame between Boston and New York and Baltimore and Gotham, came up in a Whirlwind motored Stearman, closely followed by the Wright Aeronautical Company's Ford tri-motor with George Chapline, at the pilot's controls, and R. M. White as co-pilot. Guy E. Vaughn, vice-president of Wright, and Mrs. Vaughn; B. G. Leighton, director of sales, and Mrs. Leighton; and T. M. Lucas, service manager and his wife, completed the Wright delegation in the big Ford.

The local companies were represented by Gil Ervin, Harry Copland, Bob Foote and Percy Spencer, of Curtiss-Wright; Crocker Snow and Johnny Haughey of Skyways; Ed Radasch, of Old Colony Airways, Revere; State Super of Aviation, Bob O'Brien; Federal Inspector Jack Moran, Maj. Cummings, flight surgeon of the army; "Bugs" Raymond and "Dixie," his wife; Airport Super Edson, et al.

Fred Ames, president of East Coast, was toastmaster, stepping into the role with all the nonchalance of one who is a pastmaster at the art.

Joseph A. Conry, newly appointed traffic commissioner, represented the mayor, and spoke at length on the proposed developments for the airport, and the pioneering done by the Ames family, both in the Union Pacific railroad and now in aviation. Eddie Edson was next on the list, and spoke briefly about the advance Ames was making in the field of commercial aviation.

One remark made by Edson was appreciated by everyone present. He said, "Boston Airport's first commercial hangar was built by Fred Ames, and there she stands. But it won't be there very long."

MAYOR ATTENDS MURRAY RITES

Mayor Curley and other city and State officials, with representatives of the regular army and National Guard, were present today at funeral services for George F. H. Murray in St. Augustine's Church, South Boston.

The deceased was a brother of former Senator Murray.

There were delegations from the American Legion, Spanish War Veterans, regular army, National Guard, Ninth Regiment Association and the institutions department of Boston.

Solemn requiem high mass was celebrated by the Rev. Joseph Coppinger, with the Rev. Richard Burke as deacon and the Rev. Thomas F. Devlin as sub-deacon.

A detail from the 101st Infantry acted as pallbearers, and a firing squad from Fort Banks fired a volley at the grave in Holy Cross Cemetery.

AMERICAN 1/14/30

CURLEY IS BACKED IN $30,000,000 BUILDING PLAN

BOTH SIDES TO AID IN BUILDING

Employers and Employes Pledge Aid to Curley in Big Program

Co-operation in making Mayor Curley's projected $30,000,000 building plan for 1930 possible was promised today by employers and workers in the building trades.

Representatives of both factions assured the mayor that they are anxious to co-operate in furthering the program.

Along this line their representatives were awaiting the outcome of a conference between national groups of employers and employes at Tampa where efforts are being made to adjust a controversy over wages involving four crafts.

Mayor Curley got the "strikeless Boston" boom for 1930 under way at a conference in his office, which was attended by nearly 75 representatives of industry and labor.

It developed that with the exception of four trades, there are existing agreements that will cover the present year. The trades are stone cutters, glaziers, ironworkers and painters. Their representatives were present and it was agreed that the matter would be taken up with the members of the crafts.

URGES SETTLEMENT

Mayor Curley was emphatic in his declaration that the existing difficulties involving the four crafts could and should be settled in order that promoters of new building could be given definite guarantees they would not be handicapped.

He added that he saw no reason why differences should stand in the way of the consummation of a building program which, he believes, may be comparable to that in 1922 when he succeeded in obtaining a similar agreement with the result that new building which cost $79,000,000, was constructed.

"It is in your hands," he continued, "and I trust that you will take into consideration every factor, weigh them carefully and appreciate that this conference was called primarily for the benefit of the workers. I desire to do everything possible to give confidence to those who are desirous of constructing new buildings this year."

LABOR MEN HOPEFUL

The importance of the problem of jurisdiction was described by John Carroll of the Cement Finishers' Union, who declared that it was a national problem, but expressed the opinion that the dispute might be settled on a purely Boston basis.

The mayor then made it plain to both groups that rather than incur the risk of having this great building program held up by jurisdictional strikes, the city funds would be expended in a program of street construction, widenings and improvements, which it is understood would reduce the program by about $20,000,000.

The conference adjourned to February 10.

MONITOR 1/15/30

Charles River Bridge Proposed by Curley

Plans for a new bridge over the Charles River, with an overpass extending from the railroad bridge on Charlesgate West, across Beacon Street to Commonwealth Avenue, have been submitted to the state war memorial commission by William P. Long, park commissioner, upon request of Mayor Curley. The Mayor has been interested in such a project for some time.

The proposed bridge, to cost approximately $5,000,000 with the erection of the overpass, would cross the proposed island in the river where the erection of a war memorial is already considered by the state commission.

The proposed overpass would relieve traffic congestion in the Massachusetts Avenue-Harvard Bridge movements, and in the section near Charlesgate West Street. The bridge would extend to Memorial Drive in Cambridge.

MONITOR 1/15/30

FRANKLIN PARK SITE CHOSEN FOR STATUES

Plans were submitted today to Mayor Curley, by William P. Long, park commissioner, for the erection in Franklin Park of the two allegorical statues that formally adorned the old down-town central post office. These two pillars, by Daniel C. French, sculptor, after being taken down from the post office during the course of its dismantling, were taken to Franklin Park.

Mr. Long said that in the event of the plans being approved, everything was prepared for work on the foundation. When completed, the statues will stand on bases 15 feet high, facing the circle in Pierpont Road between the rose garden and the bird house.

MONITOR 1/15/30

Tercentenary Plans for Boston Outlined

On invitation of Mayor Curley the commission on the marking of historical sites met at City Hall Boston, yesterday, where Herbert Parker, former State Attorney-General, chairman of the State Tercentenary Commission, outlined some of the plans of his commission and the Mayor pledged the co-operation of the city in making the celebration memorable.

Among the proposals which Mayor Curley sketched were those of inviting the President of France to a celebration on July 4, the entertainment of the Presidents of the Pan-American States on Columbus Day, and the setting aside of Sept. 17, the natal day of Boston, as a day suitable for the reception of the Mayor of Boston, Eng.

Mr. Parker said that on June 1 the State program would open officially with the entertainment of all colonial military organizations in their historic uniforms. The Mayor named J. Philip O'Connell as director of public celebrations.

TRAVELER 1/14/30

Boston Pays and Pays

OUR good neighbor, the Post, comments editorially on the suggestion that cities and towns in the metropolitan district served by the Boston Elevated should share in the expense that would result from the Governor square subway extension. The Post says that it "is not clear" why they should pay, that it "can hardly be said to be a rapid-transit problem" and that "more automobile riders than car riders are affected by the persistent tie-ups at that point."

Who rides in the trolley cars? Who rides in the automobiles? Who make the traffic jams? Are they all residents of Boston? Or are they in large part residents of cities and towns other than Boston?

The Post would not have Brookline and Newton pay toward this improvement for their trolley and automobile service. The Post believes that the bill should be paid by, for example, residents of East Boston and Charlestown.

This does not mean that the Traveler favors the plan in detail. We do feel, however, that there is too much of a tendency to take all control of Boston out of the hands of Boston and yet leave Boston to pay not only its own way but the bills rolled up for the convenience of others.

How to Reduce Fire Losses

THERE was a fire on Broad street. An alarm was sounded. Firemen responded. Acting Deputy Chief John J. Kenney was in charge. He sounded three alarms. Within fifteen minutes the fire was out.

That is the way to fight fires. Get men to them. Get plenty of men. Sound multiple alarms. The men might just as well be at the fire as sitting in firehouses. Strange thing about firemen, they love to work. They love to go to fires and put them out. When an alarm sounds they leap right to the job.

Commissioner Hultman and Commissioner-to-Be McLaughlin both approve of what Chief Kenney did. The custom was inaugurated by Hultman. It has proved effective. In 1926 we had sixty-three fires with losses of more than $15,000. In 1927 we had forty-four. In 1928, the last year for which figures are complete, we had only thirty-eight.

Curley's Speech Written on Half Sheet of Paper

As an example of fine penmanship, Mayor Curley today displayed his inaugural address of 7000 words written upon half of a sheet of ordinary business correspondence paper. The work was done by Hugo Reichner of 1334 Commonwealth avenue.

BUILDERS WILL BACK CURLEY

Employers and Employes to Co-operate in $30,000,000 Program

A conference among Mayor Curley, representatives of the employers' association and the local unions of the building trades of Boston resulted in the promise of both factions that they will co-operate with him in furthering a $30,000,000 building program this year.

The mayor told both groups that the amount of money was to be expended by public and private capital in construction work, providing projects are not halted by strikes. The mayor also said that if peace in the building trade industry in this city is assured, a much greater expenditure of capital than the $30,000,00 for building construction would probably be arranged.

It was stated that all that stands in the way of peace in the industry this year is the complicated question of jurisdiction of unions and the demands for wage increases by four crafts, the glaziers, ironworkers, painters and stone cutters.

The mayor declared that the existing difficulties involving the four crafts could and should be settled in order that promoters of new building could be given definite guarantees that they would not be handicapped.

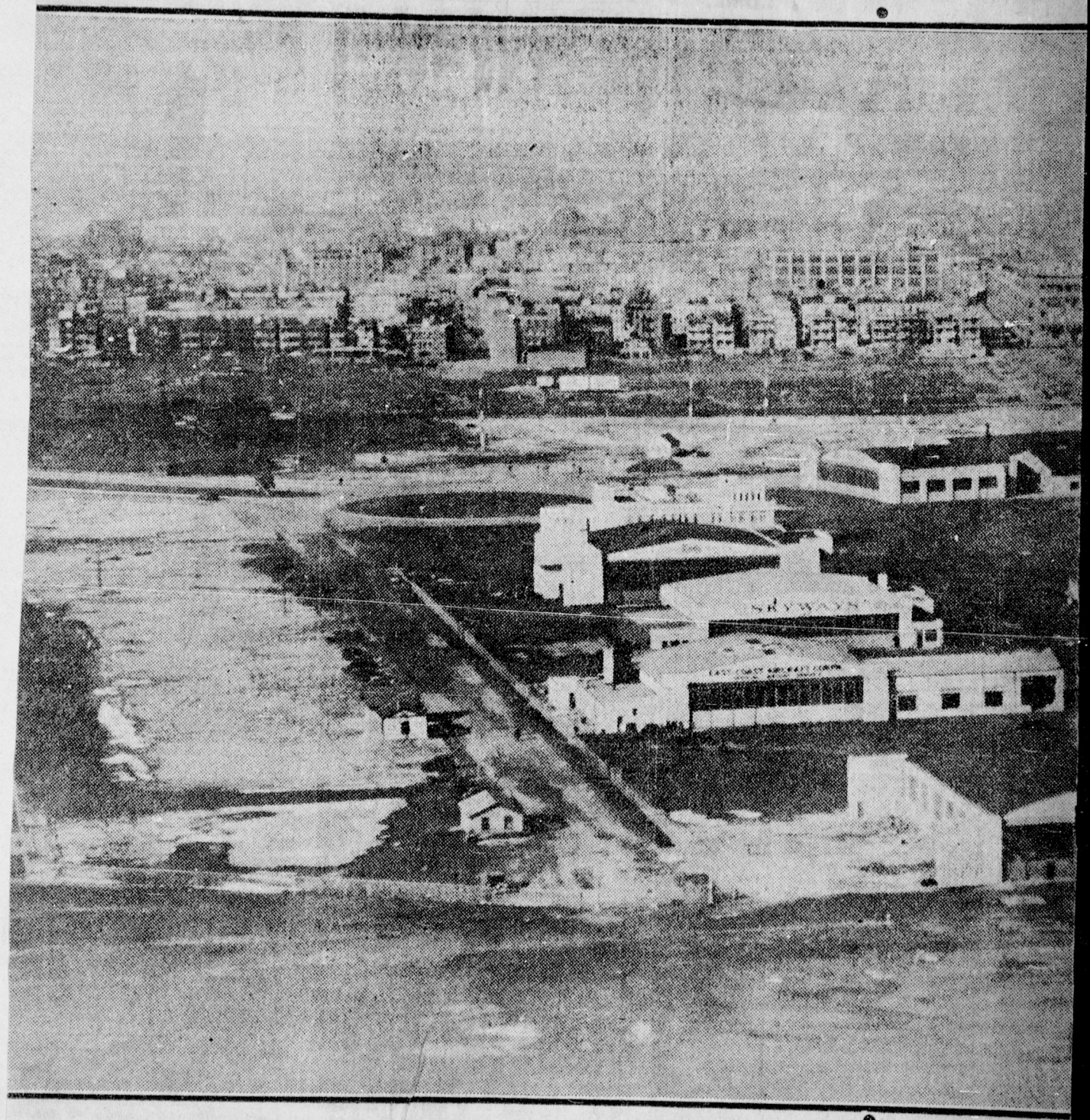
Pending the outcome of a conference between national groups of employers at Tampa, the Boston groups will mark time on the question of jurisdiction. They promised the mayor, however, that efforts to adjust the controversy about wages involving the four crafts will be undertaken speedily.

MAYOR CURLEY TO ADDRESS BISHOPS

Bishop William F. Anderson of the Methodist Church today scheduled Mayor Curley to deliver an address of welcome, May 12, at the convocation of all bishops of the Methodist Episcopal church. The welcoming exercises will take place at the Copley-Plaza in the evening.

TRANSCRIPT 1/14/30

Here It Is, As It Is---Boston Municipal A



This Photograph Taken by Edwin T. Ramsdell of the Curtiss-Wright Flying Service Shows the New Line of Hangar
port, Where the New York Passenger Planes Terminate; East Coast Aircraft Corporation, Skyways, Curtiss-Wrig
Service, the Army and, on the Extreme Right, the Barn-Like Looking Structures Are the National Guard Hangar
Bay State Flying Service and Boston Transcript Airport Office and, in the Rear,

Airport January 1930



(Curtiss-Wright Flying Service Photo

. In Order the Buildings Are: Colonial Air Trans-
ht, City Administration Quarters, Curtiss-Wright
. The Two Little Buildings on the Left Are the
the Waldorf Lunch

AMERICAN 1/14/30

Fire Head Is Happiest When With Family

If one should ask "Eddie" McLaughlin, recently appointed by Mayor Curley as fire commissioner, what he liked best to do with his spare time the answer would be, "stay at home and play with my children."

When surrounded at home by Mrs. McLaughlin and his four children, two girls and two boys, all of school age, he is at his happiest moments.

One may find him any evening at his modest home in Pond st., Jamaica Plain, assisting perhaps all four children with the problems that have puzzled them during their school hours.

Appointment as head of the fire fighting forces of the city has made little change in the home life of the former State senator.

You just can't help from calling him "Eddie." It really seems contagious. To see him with his family you would think any minute that the children were about to call him "Eddie" but they respectfully refer to him as "my daddy."

But McLaughlin is not so important in this story as the children. Let us take them in order. There is Miss Mary, who has just passed 12. She is a bright, blue-eyed little lady and an honor pupil at the Girls' Latin School. And how she can play the piano.

If there is a healthy girl in Jamaica Plain, it is Miss McLaughlin. She is full of life and impresses one that she is fond of the great outdoors and is glad to be alive.

Master Edward F., Jr., is a baseball fan. He plays football as well, even if he is only nine years old. If you don't believe this baseball story ask any of the boys in the neighborhood who is captain and organizer of the best baseball and football teams in that section of Jamaica Plain and the answer is "young Eddie McLaughlin."

Next comes George, just a little over seven summers. He and Eddie, Jr., travel the same street each day to and from the local school not far distant from the McLaughlin home. A big brother looking out for the "kid" brother.

Then there is Miss Barbara Ann, the youngest, five. She goes to the kindergarten and is proud to tell you that she expects to be as bright as her elder sister when she grows up.

AMERICAN 1/14/30

Mayor Wires Conry to Press Project

Mayor Curley today urged immediate action by the Federal Government on Boston's proposal to assume control of Governors island for a $1,000,000 extension of the Boston airport.

In a telegram to Traffic Commissioner Joseph A. Conry, now in Washington seeking government sanction of the arrangement, the mayor declared the program to be an emergency measure for the relief of unemployment and development of aerial resources.

AMERICAN 1/14/30

Curley to Address Soda Bottlers Dinner

With several thousand delegates in attendance, the 13th annual convention of the Eastern Soda Water Bottlers' Association and the Rhode Island and New Hampshire Bottlers of Carbonated Beverages opened today at the Elks Hotel.

Arthur P. Angell, of Providence, president of the Rhode Island association, called the meeting to order and led a discussion of the industry's problems.

Speakers at tomorrow's sessions include Dr. P. H. Mullowney, H. C. Lythgoe, William J. Day, Junior Ownes and Emil Kekich. Mayor Curley will address the delegates at a banquet tomorrow night.

GLOBE 1/14/30

CONVENTION CORPORATION OF LEGION MEETS THURSDAY

Commander John J. O'Connell of the State Department of the American Legion yesterday afternoon announced that he is sending notices to incorporators of the 1930 Convention Corporation of the holding of its first meeting Thursday at 2 p m in the Army and Navy Club.

The corporation consists of the department's executive committee, Past Commanders John W. Reth and Dr William H. Griffin and Past Department Treasurer Ralph M. Eastman and other prominent members of the organization. Thursday's meeting, it was said, will be for the purpose of organization and the carrying out of any other preliminary business that may be brought before meeting.

GLOBE 1/14/30

SEEKS ACTION ON AIRPORT PLAN

Mayor Says $1,000,000 Additional Is Available

Mayor Curley today sent a telegram to Hon Joseph A. Conry, who is in Washington in the interest of the Governors Island airport project. The Mayor said that arrangements had been made to expend $1,000,000 additional for development of the airport but he is reluctant to proceed with the work until he has assurance from the Navy Department of the transfer of Governors Island.

Immediate and favorable action on the matter is desirable as an emergency measure to relieve unemployment and provide for aerial development at the port of Boston, according to the Mayor's telegram.

CURLEY ASKED TO GREET METHODIST BISHOPS

Bishop William F. Anderson today visited Mayor Curley at City Hall and extended to the Mayor an invitation to receive the convocation of Methodist Episcopal bishops at the Copley-Plaza on Monday evening, May 2. The bishops will be here from all parts of the world.

CURLEY'S INAUGURAL ON HALF-SHEET OF PAPER

Mayor Curley displayed to visitors today a remarkable example of penmanship of Hugo Reichner, 1334 Commonwealth av. On a half-sheet of ordinary business stationery, Mr Reichner had written the 7000 words contained in Mayor Curley's inaugural address.

CITY'S DEBT INCURRING POWER $5,738,525.04

Boston debt incurring power for 1930 is $5,738,525.04, according to the report of the Sinking Fund Commissioners to Mayor Curley. The borrowing capacity for the current year is $300,000 less than in 1929, without special Legislative authorization. The last year of the administration of Mayor Nichols did not exhaust the borrowing capacity, and there remained $830,000.

AMERICAN 1/14/30

Bishop Anderson Calls on Curley

Bishop William F. Anderson called upon Mayor Curley today and received the mayor's promise that he would extend a personal welcome to the Methodist bishops' convocation in Boston, May 12.

TRANSCRIPT 1/14/30

Mayor Seeks Clear Road for Projects

With a clear appreciation of the increasing problem of unemployment communicated to him by leaders of organized labor, the Soldiers' Relief Department, the Public Welfare Department and private charitable agencies, Mayor Curley told a group of forty representatives of the employer-employee groups yesterday that he had the utmost confidence that distress would be short-lived in Boston if the city could be assured of a "strikeless year" so that there would be no interference with construction.

The mayor pointed out that there are tentative plans for $30,000,000 worth of construction, in which the city itself would bear a large share, with the cooperation of the City Council and the Legislature. Earlier in the day he had sent to the council projects involving $2,000,000. They embrace the annual $1,000,000 loan for sewer construction, $750,000 for completing the Strandway improvement at South Boston, $200,000 for branch libraries, $300,000 for the construction of a city printing plant and the discontinuance of Bath street so that there might remain no obstacle to the erection of the $1,000,000 addition to the Atlantic National Bank building in Post Office square. Under the latter order part of the street will be sold to the Water Street Company for $30,000.

Councillor Green introduced an order, which was passed, instructing the legislative committee of the council to protest against the bill which eliminates the City Council from connection with the acceptance act for additional court house facilities in Suffolk County and gives the sole authority to the mayor.

Other orders by Councillor Green were for an appropriation of $5000 for the employment of a real estate expert by the council, and an appropriation of $150,000 for repaving Bunker Hill street, Charlestown. He also offered a resolution asking the Civil Service rules be suspended by the governor and the council, in order that cities and towns, as well as the State, may employ laborers, mechanics and other workers without making appointments from the Civil Service list.

Councillor Dowd offered an order for the transfer of the Municipal Employment Bureau from Haymarket square, to a point near City Hall; Councillor Ruby for the widening of Blue Hill avenue from Seaver to Canterbury streets and for a branch library at Franklin Field; Councillor Fitzgerald, for the removal of the car tracks and the repaving of Green street, West End.

Councillor McGrath offered a resolution, which was adopted, asking Representatives in Congress to hurry along the erection of the new post office.

AMERICAN 1/14/30

'Popularity Is Impressive'

Mayor Curley as Seen by New York Eyes

THE following appraisal of Mayor James M. Curley appears in the New York Times of yesterday:

THE REAL MAYOR CURLEY

In his canvess for a third term Mayor Curley of Boston said that the Good Government Association ought to support him. This was regarded as facetious. That is the trouble with being a wit, a humorist, a multitudinous "mixer"; to be blessed of the Blarney Stone and have a genius for politics. Substance is forgotten in the accidents. Mayor Curley knows his business. His third inaugural deals practically with instant problems and looks intelligently to the future. He will invite 350 citizens, representatives of organizations that may be said to mirror the ideal and the material interests of the city, to be advisers of the city planning board in making a 50-year program of municipal improvement.

He may have to plead long with the Legislature to allow Boston to fix her tax and debt limit even the amount of money she may spend on sewer construction A Democratic, and therefore wicked, community must be kept in leading-strings by the virtuous ruralists of the General Court. Long, too, before the cities and towns within the metropolitan area agree to the creation, in any form, of Greater Boston. Mr. Curley compares the Boston situation with that of London before the establishment of the County Council. A metropolitan government under the borough system of the development of a regional plan for the area should be adopted. He recognizes, of course, that nothing can be done except through the consent and union of the towns and cities which it is hoped to include.

Some of these are of historic name and pride. All inherit a tradition of town government. Brookline, indeed, scorns to be a city and prefers to be ruled by its own wise and good. Minor politicians fear that they will become minus. Finally, whatever the present composition of the population, a strong Yankee trace survives. For instance, how convenient it is for Boston's neighbors to let her pay for that enlargement of transportation facilities which they help cause and profit by.

"Pre-eminently a document of "social and health progress, it plans are capable of realization, if the city authorities get and respect the private co-operation which the mayor asks, the Transcript says. The address receives praise from all sides. Mr Curley's acts speak more loudly Of Mr. Silverman, the new corporation counsel, assistant under the old, the Boston Herald, after praising his ability, tells us that nobody knows whether he is Republican or a Democrat. Former Congressman Conry is the new traffic commissioner. Traffic in that perverse and crooked generation of streets and alleys in the old parts of the town was hard enough in the age of horses An East Boston descendant of sailors, as port director Mr. Conry studied water, freight and motor traffic.

Presumably he will now renew an old plan of his to pull down the virtually unused structure of the elevated road on Atlantic ave. and make a thoroughfare for vehicles. He would put ramps here, ramps there, along the elevated. He has been working on remedies for congestion these 20 years. Incidentally, he finds congestion in the traffic department's payroll; too many persons employed. In other departments Mr. Curley notes a congestion amounting to $250,00 paid for superfluous overtime work. Our Watch Tower man is impressed with the mayor popularity. If he keeps on as he has begun, he will even be popular with the Good Government Associates. At least, he is giving them what they want.

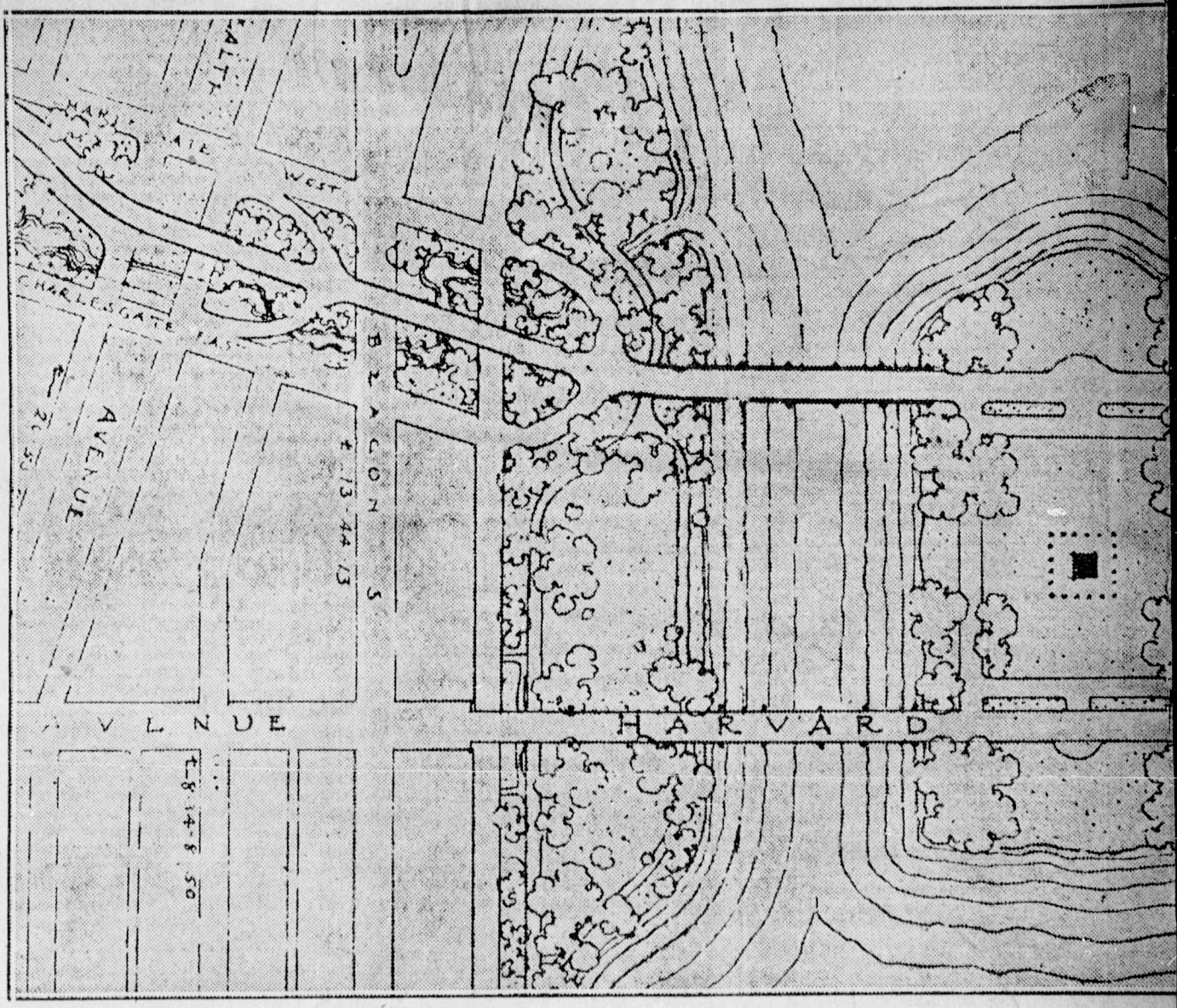
TRANSCRIPT 1/14/30

Boston May Borrow Less Than Last Year

The borrowing capacity of the city of Boston within the debt limit is $5,738,545.04, or $331,455 less than last year, according to the reporwt submitted by the Board of Sinking Funds Commissioners today. There is on hand $830,000 carried over from last year, Mayor Nichols not having exhausted the debt incurring power either at that time or in the previous years of his administration. Mayor Curley, because of the unemployment situation, has plans in mind that would require several times the amount possible to raise outside taxation, and he has a bill in the Legislature to permit cities and towns to borrow a larger amount on their respective valuations.

TRANSCRIPT 1/14/30

New Plan by Boston Park Department for



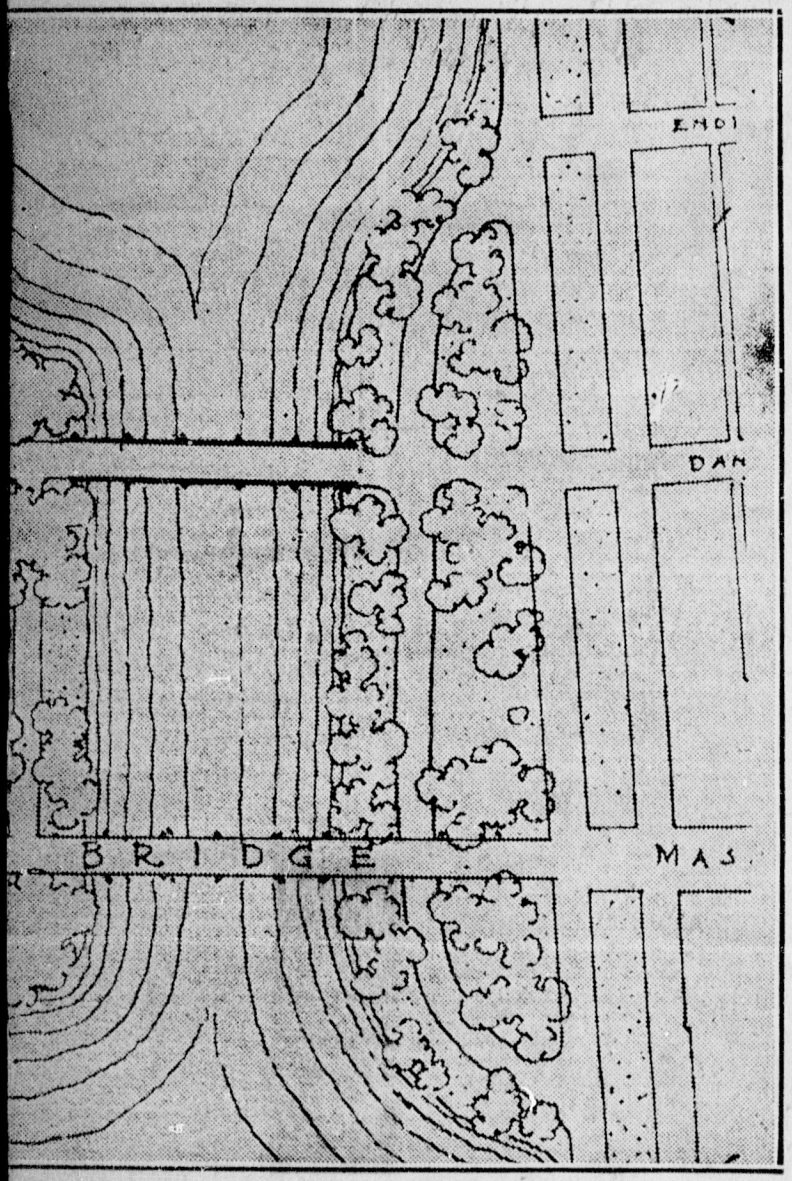
Another Bridge Across the Charles River Prop

THERE was presented to Mayor Curley today by William P. Long, chairman of the Park Commission, a study of street treatment at Charlesgate East contemplating a bridge across the Charles River paralelling Harvard Bridge and providing for an island between the bridges as a suitable site for a war memorial.

Shortly before Mr. Curley left office four years ago he asked the Park Department to make such a study. Arthur A. Shurtleff, the department's landscape architect, drew the plans which have awaited mayoral inspection since. Today, the mayor asked that they be sent to the special State commission on a war memorial which has its report to the Legislature in preparation, and which report will favor a memorial on an island in the river, an idea similar to that proposed by the commission appointed by Mayor Peters eight years ago.

The Park Department's study starts at

War Memorial



osed

square and is a continuation of ns, with overpasses at Newbury Commonwealth avenue and Bea- reets, thus providing another di- ute to Cambridge for traffic that into Boston and seeks the outlet corner of Beacon street and Mas- etts avenue. The roadway bridge connect with the metropolitan boulevard on the Cambridge side, and the Boston end would be near the small gate house used by the Metropolitan Park Commission. For the memorial in the center of the island, the Park Commission suggests a high tower. No estimate has been made of the cost of the project, but Mayor Curley believes it would not be far from $3,000,000.

TRAVELER 1/14/30

CURRENT OPINION

THE REAL MAYOR CURLEY

(N. Y. Times)

In his canvass for a third term Mayor Curley of Boston said that the Good Government Association ought to support him. This was regarded as facetious. That is the trouble with being a wit, a humorist, a multitudinous "mixer"; to be blessed of the Blarney Stone and have a genius for politics. Substance is forgotten in the accidents. Mayor Curley knows his business. His third inaugural deals practically with instant problems and looks intelligently to the future. He will invite 350 citizens, representatives of organizations that may be said to mirror the ideal and the material interests of the city, to be advisers of the city planning board in making a 50-year program of municipal improvement.

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TRAVELER 1/14/30

Move Grows to Pension Boston Heroes' Families

Wilson Sets Ball Rolling to Provide Widows of Police and Firemen, Killed on Duty, Compensation Equal That Men Were Receiving

Headed by Police Commissioner Herbert A. Wilson, a movement was started today not only to provide suitably for the widow and children of Patrolman James J. Troy, but to obtain legislation whereby dependents of firemen and policemen killed in line of duty would obtain as pensions the same compensation received by the deceased at the time of his death.

LIKENED TO SOLDIERS

Legal lights, legislators, business men and public officials agreed that adequate compensation should be paid to widows and dependents of such men. They were likened to soldiers on the firing line.

The basic thought expressed by all was that if a man pays the supreme sacrifice in line of duty his family should not be made to suffer financially for the heroism and bravery of their beloved.

While this was going on and while hearings on pension bills were being held at the State House, Representative Thomas H. Carr filed a bill with the clerk of the House to pay widows of firemen and police killed in line of duty a pension of $2000 a year. The bill would be mandatory and would be in lieu of all other pensions. The bill would be made retroactive to Jan. 1, and contains an emergency preamble making it effective upon passage.

Representative Carr said that he had talked with Police Commissioner Wilson of Boston and had been assured that the latter would support the measure.

Police Commissioner Wilson said:

"I have tried to get a bill through the Legislature," Wilson declared, "giving the widow of slain officers their husband's full pay until such time as they remarry. Here is an example of the tragedy that a hero leaves behind him. His wife has four children, and I am informed there is to be another. They are in straitened circumstances, I am also informed.

"The sum of money given by the city in such cases is quite inadequate. It will do little more than pay the man's funeral expenses and tide the family over the first few months. What is to happen to them afterwards?

PENSION OF $600 NOW

"Surely it's no way to treat the bereaved family of a hero—and this man was a hero, and courageous."

At present widows and families of Boston's hero policemen receive a pension of but $600 a year. The pay of a policeman killed in line of duty stops the day he is killed. The police department relief association itself gives $1000 to the family of a man killed while on duty. The city must give $2500 to the policemen's family.

The $600 a year amounts to $50 a month, which, officials admit is not enough to keep a family together.

State officials took the position that something should be done to aid the families of slain policemen. Gov. Allen has always favored adequately caring for the families and other dependents of policemen and firemen killed in line of duty.

HOUSE CHAIRMAN IN FAVOR

Representative Arthur W. Jones of Nantucket, chairman of the House ways and means committee, which hears all financial bills, said today:

"I feel very strongly that something should be done to provide adequately for widows and other dependents of firemen and policemen killed in line of duty. Unless we can give these men assurance that the public is behind them when they hazard their lives there will be no incentive for them to do so, and to care for public interests.

"Under present conditions, with gang warfare, unless we care for the dependents of those killed, it will be difficult to interest the proper type of young men in entering police and fire duties."

The legislative committee on pensions is considering a bill introduced by Rep. George A. Gilman of Boston, by the terms of which a fireman or policeman retired because of total disability would receive a pension equal to his compensation at the time of his retirement. Another bill making the same provision for dependents of men killed in line of action will be heard shortly.

$2500 MANDATORY

A couple of years ago the Legislature passed an act whereby pensions of $1000 a year and $200 additional for each child under 18 years were provided for the widow of a policeman killed in line of duty. This act, however, was so written that it had to be accepted by a city or town before it became effective. Boston never accepted that act.

But the author of the bill, foreseeing this, provided that if a city or town did not accept it, said city or town should be required to pay $2500 to the widow of a policeman killed in line of duty. Hence Mrs. Troy will receive $2500 from the city.

The pension bill now in committee is far-reaching in its effect, according to Representative Gilman. He said to the committee that the would be felt throughout the state and not only in Boston.

BUSINESS MEN BACK PLAN

"If a man is injured through no fault of his own, he should have some guarantee that if he is permanently incapacitated his wife and children will be cared for to the same extent as if he were able to do his full duty."

Representative Whidden of Brookline filed a bill with the committee which would increase the pensions of those who have been previously retired. He favored Gilman's bill. So did Representative L. R. Sullivan of Boston, the fire and police chiefs of Brookline, the Police Chiefs' Association, the Permanent Firemen's Association and Massachusetts Police Chiefs' Association.

Clarence A. Bunker, representing Wellesley and Felix A. Rackerman, representing Milton opposed the measure.

Business men are lining up behind the plan. President Henry I. Harriman of the chamber of commerce said today:

"It is absolutely right and just that there should be some reasonable provision for the dependents of officers killed in the performance of their duties.

"Official action to make such provision would, undoubtedly, appeal to all business men."

ADEQUATE PROVISION NEED

M. D. Liming, secretary of the chamber, said:

"The sympathy of every citizen is profoundly stirred by the tragic death of Patrolman James Troy. This tragedy brings vividly to mind the perils under which the guardians of order and safety are constantly laboring and the unflinching courage with which they face the most extreme danger.

"Adequate financial provision for the families of police officers killed in the performance of duty seems the least reward that an appreciative community can render in a case of this kind. I feel sure that every citizen will give the most cordial support to such a movement and the deepest sympathy to Mr. Troy's bereaved family."

F. S. Davis, manager of the Maritime Association of Chamber, said:

"My attention has been called to the suggestion of the Traveler that consideration be given the question as to whether it would not be advisable and in the public interest for our municipal government to create a fund for the purpose of making adequate provision for the protection and welfare of families of Boston police officers when loss of life occurs, as in the distressing cas of Special Officer James J. Troy c Station 6, who last night was treacher ously shot in the performance of hi duty.

FAVORS TRAVELER SUGGESTION

"To my mind the case emphasizes the need of action being taken by the city and, if necessary, state authorities to create a fund for the relief of families of our police officers when officers lose their lives in the performance of duty, as in the case of Officer Troy. I believe this to be desirable for the reason that in my mind we have in Boston a police force second to none in the country. In my opinion no city in this country has a more courteous, courageous, attractive or alert police force personnel than the city of Boston.

"It seems to me only fair that if these splendid officers are to be expected to risk their lives for the protection of persons and property of citizens, a fund such as is proposed by the Traveler should be created, and it would naturally tend to cause the officers to take more desperate chances in apprehending criminals than they could reasonably be expected to when there is no guarantee of protection for their families in the event of a fatality."

MAYOR'S ATTITUDE

Mayor Curley, while always in favor of humane legislation, is unable to act in this case, as the city of Boston has no control over pensions any more than it has in the matteer of appointing a police commissioner. Those matters are in the hands of the state authorities.

He has always favored pensions, and adequate compensation for persons killed in line of public duty. He expressed the deepest sympathy for the widow and family of Patrolman Troy. He made it clear today that he will give most serious consideration for dependents of men killed in line of duty.

Post 1/14/30

URGE NEW P.O. UPON OLD SITE

Mayor and Council Ask Work Start at Once

Immediate construction of the new postoffice on the site of the old one, on account of the government's apparent decision to utilize that spot for the purpose eventually, and in order to relieve present unemployment conditions, was urged yesterday by Mayor Curley, by the members of the City Council and a conference of planning experts and architects at City Hall.

RENEWS FIGHT

At the same time other interested citizens launched a renewed attack on the idea, and Van Ness Bates, of the Webster and Atlas National Bank, announced that he will leave today for Washington to carry the fight against it to the Treasury Department.

The fact that the government has apparently definitely decided to use the Postoffice square location for the proposed new building, and a desire to get immediate work for some of the city's unemployment, clinched the decision of the city executives in favor of starting work now.

The group of architects at the city meeting including Ralph Adams Cram, Charles A. Coolidge, Charles D. Maginnis and Clarence Blackall, who with the members of the City Planning Board, conferred with Mayor Curley, agreed to serve the city without pay for the next six or eight months to make a survey and complete a report on the proposed creation of a civic centre which may sometime be established to include a new City Hall, new school administration building, a municipal auditorium and other structures.

Following the conference the Mayor announced that the group had reached the unanimous opinion that it was inadvisable to interfere with the programme determined by the federal government to erect a new postoffice building in Postoffice square.

Against Auto Parking Space

At the same time, with the Mayor's committee urging that immediate work be started on the postoffice, other prominent citizens were at work taking steps to have the new federal building located on another site.

Walter E. Bucklin, president of the National Shawmut Bank at 40 Water street, and George S. Mumford, president of the Atlantic National Bank at 10 Postoffice square, last night expressed themselves as being in favor of having a new site chosen provided the area formerly occupied by the old building could be converted into a landscape park of a memorial nature.

They both gave as their opinion that the matter of having a new site chosen could bear being given serious reconsideration. If the place were to be utilized, for example, to park automobiles they said they could not see any idea in bothering further with attempts to relocate the new building, however.

HARMONY IN SESSION OF COUNCIL

Members Pass Big Measures Without Debate

BY WILTON VAUGH

Spurred on by Mayor Curley, the Boston City Council yesterday got away to a flying start on the 1930 plans for the development of the city by approving at its very first business meeting major measures calling for the expenditure of $26,700,000.

WITHOUT DEBATE

Without a word of debate, the 22 members unanimously sanctioned with first readings the $24,000,000 lump sum budget in anticipation of taxes to maintain the city services; a $750,000 loan order for the completion of the South Boston strandway improvements with a fire-resisting bathhouse at L street, and an order to sell a small piece of city land in Bath street, so that the Atlantic National Bank may proceed with its $2,000,000 building addition at Post Office square.

None of the measures was new to the Council. And it will have two more weeks to consider the proposals before voting the second and final reading. But the attitude and the business-like organization of the legislative branch of the city government yesterday revealed a striking departure from the procedure of past years.

One reason for the unique session was a half-hour conference in the Mayor's office previous to the meeting. Mr. Curley told the Councillors that they were the city's board of directors. He advised them to see that no obstacles were placed in the path of progress and intimately dropped the warning that the public would soon hold them responsible for their failure to co-operate in any measure for the benefit of Boston.

Returning to the assembly chamber, the Council immediately approved the lump sum budget. Within two weeks they will receive the segregated budget from the Mayor and go over every item, their most important duty of the year. These items they may cut down, but cannot increase under the law.

Appoints Chairmen

Councillor Michael J. Mahoney, his political partner in South Boston, was chosen by President William G. Lynch to serve as chairman of the executive committee, comprising the entire Council, and also the Soldiers' Relief committee of five members.

The only other member to receive appointment as chairman of two committees was former President Timothy F. Donovan of East Boston, who was named head of the important committees on finance, which considers loan orders, and the committee on rules.

Disregarding party lines, President Lynch selected Councillor Robert Gardiner Wilson, Jr., Dorchester Republican, to serve as chairman of the committee on appropriations. As chairman of the Committee on Public Lands, President Lynch named Councillor Joseph McGrath of Dorchester, who withdrew from the presidential race to support Lynch.

$30,000,000 FOR BUILDING

But Curley Insists There Be No Strikes

Offering as an incentive the construction of $30,000,000 worth of new buildings during the present year, Mayor Curley yesterday conferred with a group of about 40 prominent labor leaders, representing the Building Trades Council and the Building Employers' Association, and urged them to outlaw strikes and labor disputes in this city for 1930. The leaders agreed to co-operate with the Mayor in his programme to make Boston a strikeless city this year.

The Mayor stated that rather than incur the risk of the building programme being held up by strikes, the city funds would be expended in street construction, widening and improvements which would reduce the programme by about $20,000,000.

All that stands in the way of peace is the question of jurisdiction of unions and the demands for wage increases by four crafts—glaziers, iron-workers, painters and stone-cutters. The Mayor insisted that the difficulties involving the crafts could and should be settled so that promoters of new building could be given guarantees that they would not be handicapped.

GLOBE 1/15 P.M.

PARKER OUTLINES TERCENTENARY PLAN

City Site Commission to Aid State

Curley Administration Schedules Marking of Historic Places

The revived commission on the marking of historical sites met at City Hall yesterday on invitation of Mayor Curley, and for more than two hours Hon Herbert Parker, chairman of the State Tertentenary Commission, and members of the Commission on Marking Historical Sites, discussed suitable observance and permanent memorials.

Mr Parker told of some of the plans of his commission, which includes the markings of sites in Suffolk, Middlesex, Essex, Norfolk and Plymouth Counties.

The commission, during Mayor Curley's previous administration, marked about 40 sites, but 100 remained untouched. It was admitted that it might not be possible to mark them all permanently this year.

Plans for Boston

Walter Gilman Page, in response by a question from Mayor Curley as to what Boston should do to aid the celebration, suggested that the period between 1630 and 1640 could be covered.

Mayor Curley, commenting on the Tercentenary celebration, said that Boston would offer double celebrations on certain days, always celebrated by the city, such as Evacuation Day, March 17-Patriots' Day, April 19, June 17, July 4, Sept 17, Boston's natal day; and Columbus Day, Oct 12.

For July 4, Mayor Curley plans to invite officials of France, and he hopes to have the High School Cadets change the date of their annual parade to June 17. On June 17 or July 4 he hopes to have the Government stage a Naval review in Boston Harbor.

A celebration of a Pan-American nature, he plans for Columbus Day, having present dignitaries from South American countries. For the observance of Boston's natal day, Sept 17, it is planned to invite to come here the Mayor of Boston, England.

State Celebration

Mr Parker said the State program would open on June 1, when the State will entertain all colonial military organizations in the uniforms of colonial days.

Mayor Curley asked Mr Parker to be the Fourth of July orator this year in Faneuil Hall.

Later Mr Parker told of other plans. For example, a special session of the General Court to be held in October, to commemorate the first sitting of the General Court under the Bay Colony. He said it also was hoped to have here the annual session of the American Bar Association and the attendance of distinguished jurists from England, France and Canada.

In addition to historical attractions, Mr Parker said that for the benefit of those in the West, out of touch with salt water, it was planned to have fisherman races as well as yacht races, beginning in June, as well as something like the old-time "whaling day."

J. Philip O'Connell was named by the Mayor to act as director of public celebrations, a position he held during the last Curley administration.

Committee members present were Thomas H. Dowd, Walter K. Watkins, Wilfred H. Kelley, Hon Frank Leveroni, Charles K. Bolton, John F. Paramino, J. Philip O'Connell, James P. Balfe, Richard A. Fisher and John J. Walsh.

MEMORIAL BRIDGE PLANS SUMITTED TO COMMISSION

Park Commissioner William P. Long yesterday submitted to the State commission on a war memorial on an island in the Charles River, plans for an overpass and bridge, with connections from the bridge to the island memorial.

The traffic overpass will start from the railroad bridge on Charlesgate West and handle traffic across Commonwealth av and Beacon st to the new bridge across the river to the Cambridge shore.

Mayor Curley was interested in the improvement five years ago, but it was not until recently that the definite plan was prepared, and the Mayor then instructed that it be submitted to the War Memorial Commission. The suggestion of an island memorial met with the approval yesterday of all present at the conference of the commission of the marking of historical sites.

The plan of Mayor Curley calls for an overpass to the river and a bridge to Cambridge, upon the assumption that the memorial island will be in the neighborhood of Harvard Bridge, and the bridge from the overpass will be near the other end of the memorial island.

MAYOR ANXIOUS TO START GOVERNOR'S ISLAND WORK

In a telegram yesterday to Hon Joseph A. Conry, who is in Washington in the interest of the Governor's Island airport project, Mayor Curley said that arrangements had been made to expend $1,000,000 additional for the development of the airport. The Mayor added that he does not care to proceed with the work until he has assurances from the Navy Department that the island will be transferred to the city of Boston.

The Mayor suggested that immediate action is necessary in Washington so that he can proceed with the work which will give jobs to a large number of unemployed.

MAYOR INVITED TO RECEIVE BISHOPS

Mayor Curley yesterday received an invitation from Bishop William F. Anderson to receive the convocation of Methodist Episcopal bishops at the Copley-Plaza Monday evening, May 2. The bishops are coming to Boston from all parts of the world.

BOSTON'S BORROWING CAPACITY $5 738 525

Sinking Fund Commissioners reported to Mayor Curley yesterday that Boston's debt incurring power for 1930 is $5,738,525.04. The borrowing capacity for the current year is $300,000 less than in 1929 without special legislative authorization. At the end of Mayor Nichols' administration the city still had a borrowing capacity of $830,000.

FOR MEMORIAL ISLAND IN RIVER

Two New Bridges in City of Boston Plan

Chairman William P. Long of the Boston Park Commission yesterday submitted to the State Commission for a Soldiers' Memorial, the plan ordered five years ago by Mayor Curley for a memorial island in the Charles River basin with two new bridges crossing it, including a new Harvard bridge.

The plan is similar to the one which the State Commission is expected to recommend to Governor Allen except that the city plan will include the second bridge which would cost about $1,500,000 to connect the Boston park system through the Fens with the Memorial drive in Cambridge.

The new bridge would start in the Fenway at Gaston square, pass over Ipswich and Newbury streets, over Commonwealth avenue, over Beacon and back streets and then reach over the Charles River to Memorial drive, passing above the proposed island, which could be reached by ramps. Ramps would also be provided at Commonwealth avenue and Back streets between Charlesgate East and the Charlesgate West to permit traffic to ascend to and come down from the bridge level.

HERALD 1/15

OUR HARBOR ISLANDS

The proposal that Boston buy and level Governor's Island and fill in the channel separating it from the Municipal Airport is a reminder of the present uselessness of the island. The site of Fort Winthrop, it was regarded in other days as part of our important defences. With Fort Independence, which is across the channel on Castle Island, even its appearance gave persons a feeling of security. Now the 22 acres of Castle Island are under the care of our Park Department and thousands get recreation and quiet pleasure there. The 72 acres of Governor's Island, which also is owned by the United States are home for a few fishermen. The line of city defence was shifted seaward a long time ago to the forts on the outer islands of the harbor, and even these have now been superseded largely by the powerful guns mounted at Nahant and under the shoulder of Hull.

Cities of the future will utilize such nearby islands more wisely. The people have had so much land heretofore that, as in the case of our mineral and forest wealth, they have not appreciated their blessings. It is not difficult to visualize a Boston of the year 2000 with Governor's, Castle, Deer and other beautiful places of the harbor given over to odd-hour activities of some sort. Needing more elbow room, our children and grandchildren surely won't allow these places, beautiful, soothing, quiet, healthful, swept by cooling breezes, to lie fallow.

Globe P.M. Jan. 15, 1930

LOMASNEY IN ATTACK ON SCHELL AND LYONS

Hearing Before Street Commissioners on Revoking Of Gas Permit Barred by Injunction

When Hon Martin M. Lomasney appeared at the offices of the Board of Street Commisioners this morning, in the interests of his petition for a hearing to revoke a permit granted for a gasoline station at the corner of Nashua and Minot sts, West End, he was informed by Chairman Thomas J. Hurley of the board that an injunction had been issued restraining the board from holding the hearing.

Judge Cox this morning, in the Superior Court, on petition of Gladys P. Besarick, listed as owner of the gasoline station, issued the injunction. Asst Corporation Counsel Joseph P. Lyons telephoned a verbal order of the injunction and later appeared.

Though there was no hearing, Mr Lomasney launched an attack on former Asst Dist Atty William I. Schell and his client, Miss Besarick. He also attacked Asst Corporation Counsel Lyons, charging that the latter had not acted properly in his appearance before Judge Cox.

Though told that the injunction proceedings halted matters, and that he was not privileged to go into the matter, Mr Lomasney delivered an outburst.

The verbal order brought by Mr Lyons, instead of a written court order, resulted in a demand from Mr Lomasney for the production of the court order of injunction. He declared he wanted to see the order, and not hear what Mr Lyons said over the telephone. Chairman Hurley then replied that Mr Lyons had advised the commission not to hold the hearing, and that the commissioners would obey.

Talks to Citizens

Leaving the offices of the commission, Mr Lomasney had a verbal encounter with Mr Schell, after which he turned to the crowd in the hearing room and made the following address:

"Citizens and taxpayers of Boston, I want to call your attention to the fact that the Board of Street Commissioners, acting under orders, issued a permit sometime ago for a gas station on Nashua st. Only two property owners in the block were notified, one in East Boston and another, the representative of a man from New York who bought property on Nashua st.

"When the administration changed, and in order to cause no embarassment to anybody, I filed with the Street Commission a petition to reopen the matter and revoke the permit, everyone on Cotton st, Nashua st and Billerica st was notified of today's hearing.

"But the Law Department, created by Malcolm Nichols says, "We can't have a hearing; the court has interferred. When I asked for the court order and have it read, there is no order. Joe Lyons told the commissio about an order.

"This permit was given to Schell who is a former assistant disttric attorney. Attorney Schell appeared a counsel for Miss Besarick."

Mr Lomasney then said, that if Mr Schell thought he could come into the third ward and operate he'd find he would have a fight every inch of the way, in court and elsewhere.

Not Party to Court Proceedings

Attorney Lyons said he was not a party to the court proceedings; that he was hurriedly summoned to Judge Cox' session and appeared there at 10:30, a half hour before the time for the scheduled hearing with the Street Commissioners.

Mr Lomasney remarked that he might tell something about the law department.

Mr Lyons insisted that he knew nothing about the controversy; that Judge Cox showed him the petition and asked, "What do you want to do?"

"The responsibility is yours, not mine," Mr Lyons says he told Judge Cox, who thereupon issued the injunction.

During the session between Mr Lomasney and Mr Lyons, attorney Schell, accompanied by Deputy Sheriff Daniel A. Whelton, appeared and Mr Whelton served the formal order of injunction on the Street Commissioners and it was publicly read. Mr Lomasney then told the crowd he would be in court at 10 o'clock Wednesday for the hearing on the injunction.

Post 1/16/30

WANTS CLAIMS ON CITY CUT

Mayor Asks Test of Cases Settled by Law Dept.

Large cash awards from the city treasury to motorists and other complainants for damages resulting from alleged defects in the highways will have to stop, under an order transmitted late yesterday to the city law department by Mayor Curley.

Automobilists who break a spring while motoring over the trenches of Beacon Hill will be paid for a broken spring—and no more. And pedestrians who seek $5000 for stumbling over an upturned brick in a city sidewalk will have to tell it to the judge and jury.

Calling attention to the fact that the awards have been "not only numerous but fairly respectable in amounts," the Mayor has requested Corporation Counsel Frank S. Deland to submit to him a report of the cases settled within the past three months, giving the names of the representatives of the law department who acted in each case. He also asked that the report contain the number settled out of court and in court with the comparative amounts of the awards.

Traveler 1/15/30

City Council Looks Good

WE have been silent editorially about the city council because we were waiting to see how it would act.

You will be pleased to know that Boston's new council appears to be on the job. It is alert to conditions, in sympathy with Mayor Curley's plans for progress and is showing a tendency to do business in a business-like way. Without a lot of oratory, it has buckled right down and is doing things.

The council cleared the way for a million-dollar bank building development. It passed a loan order for $750,000 for completing the Strandway. It referred to the finance committee orders for $300,000 for a building for the city printing plant, $200,000 for two branch libraries and $1,000,000 for sewer construction. It has done a lot of other good work.

This is not simply spending money. It is investing the city's money in worth-while improvements. The city has an efficient executive head. It would appear that Mayor Curley has an efficient and wide-awake board of directors. It is a council that shows its intelligence in not blocking progress by petty politics.

AMERICAN 1/15/30

LOMASNEY IS BALKED IN GAS FIGHT

Claims Fraud in Granting of Permit, but Injunction Halts Hearing

Thwarted by a court injunction from waging a fight against a gas station permit at Nashua and Minot sts., West End, Martin M. Lomasney, 'Mahatma' of Ward 3, bitterly assailed the street commissioners, the law department and individuals today at City Hall.

Standing on the floor of the commission's hearing room in City Hall annex, Lomasney cried, "Swindlers," "the tunnel gang" and "robbers," and declared the former owner of the site had been defrauded of his property.

Gladys T. Besarick was granted the permit on December 14 for the gas station and Lomasney, through a hearing scheduled today, sought to have the grant rescinded.

HALTED BY INJUNCTION

Just before the hearing was scheduled, however, a temporary injunction against the hearing was secured from Judge Cox in Superior Court.

When Lomasney reached City Hall he learned of the injunction. Entering the street commissioners' private office, he demanded to be shown a written copy of the court order. When none was forthcoming, he demanded that the hearing be held.

"Where is the order?" he shouted, pounding on a table. "Produce it. I want to see the order and not hear what Joe Lyons (Asst. Corp. Counsel Joseph P. Lyons) told you over the telephone."

"Well, Martin," said Chairman Thomas F. Hurley, "Joe Lyons has advised us not to hold a hearing and we must obey that advice."

LOMASNEY SPEAKER

Lomasney then re-entered the big hearing room, which was thronged with West Enders, all prepared for battle against the permit. Lomasney was about to address them when he saw former Asst. Dist. Atty. William I. Schell, counsel for the woman.

"Hello," greeted Schell, smiling.

Lomasney glared, then shouted: "How are you? Why don't you fight it out here? You got plenty in court in East Cambridge the other day, and you'll get more here before I'm through with you."

Then Lomasney addressed the crowd: "I want to call your attention," he said, "to the fact that the board of street commissioners, acting under orders, issued a permit some time ago for a gas station in Nashua st.

WANTS PERMIT REVOKED

"Only two property owners in the block were notified, one in East Boston and a representative of a New York man. As soon as I learned of the scheme, I communicated with City Hall and was assured that no permit would be approved by the mayor.

"The activities of a few individuals in stopping certain persons who were scheming to make a lot of money in Haymarket sq. on account of the tip that they had received about the location of the tunnel, caused the mayor to sign the gas permit.

"When the administration changed, and in order to cause no embarrassment to anybody, I filed with the street commission a petition to reopen the matter and revoke the permit.

ATTACKS SCHELL

"Everybody on Cotton st., Nashua st. and Billerica st. was notified about today's hearing, but the law department, craeted by Malcolm Nichols, says we can't have a hearing; that the court has interfered. Then when I ask, as a citizen, to have the court order read, there is no order.

"This permit was given to Schell, who is a former assistant district attorney, but who got out of there very suddenly when he was found to be operating and bonding property connected with the tunnel scheme, where the tunnel was placed by Harriman, Bottomley and the rest of the gang.

"There is a man here who says that this gas station property was taken from him by fraud—that he was swindled. I heard his story.

HINTS AT SWINDLE

"That man is Jacob Brown. I immediately reported it to the district attorney. If that property was taken from him by fraud, if he was swindled out of it, these people have no standing, and I don't propose to let nay law department serve us with verbal communications."

While Lomasney was still addressing the crowd, Schell came again into the hearing room, this time with Deputy Sheriff Daniel A. Whelton, who served the court order.

Lomasney then told the crowd to be in Superior Court Wednesday morning and he would appear also.

BEATS CURLEY BY INVITING 300TH GUEST

Mayor of Boston, Eng., Already Asked to Come Here by "Promoter" Ryan

When Mayor Curley announced yesterday his intention to invite the Mayor of Boston, England, to the Tercentenary celebration here next September, he did not know that the English Mayor had already been invited here by a Dorchester citizen.

The plan to invite the mayor of English Boston was included among extensive plans outlined by Mayor Curley yesterday at City Hall for the coming Tercentenary celebration.

William A. Ryan, Linden st., Dorchester, is the man who beat the Mayor in extending the hospitality of Boston, Massachusetts, to Boston, England. Furthermore, an official reply has been received in which the English mayor extends his greetings to the city of Boston and claims a desire to cooperate in the coming celebration.

"The Mayor of Boston, England, wishes to offer most cordial greetings and good wishes to the World League of Cities, and to the city of Boston, Mass., in particular, the letter stated.

"And the mayor subscribes his hearty co-operation to any project that will establish closer relations between the cities of England and the United States," it continued.

The letter was received some weeks ago by Ryan, who took it from his files only when he read of Mayor Curley's plans in newspapers today.

Ryan is self-appointed promoter of a world league of cities, designed to replace the present government with greatly strengthened city states.

Mrs. Curley Seems Much Improved

Mrs. James M. Curley has shown "considerable improvement" recently, it was reported today at the Jamaicaway home of the Mayor.

Her inability to attend the inaugural of her husband caused a general apprehension over her condition, but since Mayor Curley assumed office she has steadily improved, it is said.

TRAVELER 1/15/30

BASES STARTED FOR FRENCH STATUES

Park Commissioner William P. Long told Mayor Curley today that work will be started immediately, constructing the foundations at Franklin Park, for the two statues, removed from the old post-office building during its demolition. The statues, work of Daniel C. French, will stand on bases 15 feet high, facing the circle on Pierpont road between the Rose Garden and the Bird House.

TRANSCRIPT 1/15/30

Sept. 17 Will Be City's Big Day

On Sept. 17 next the city of Boston will celebrate with particular elaboration the 300th anniversary of its settlement. This will be the big day in the program of tercentenary observances. The State Tercentenary Commission, headed by Chairman Herbert Parker, has set apart this day for Boston's own party. Tentative plans for the city's celebration were discussed at a conference in the mayor's office yesterday, when the mayor announced the appointment of J. Philip O'Connell as director of public celebrations to succeed George H. Johnson; revived the commission on the marking of historic sites and appointed Herbert Parker as orator at the annual exercises at Faneuil Hall on July 4.

To provide special celebration this year in observance of the tercentenary, the mayor suggested that the city would double the expenditures for the regular six municipal holidays, comprising Evacuation Day, March 17; Patriots' Day, April 19; Bunker Hill Day June 17; Indedendence Day, July 4; Founders' Day, Sept. 17, and Columbus Day, Oct. 12.

For the celebration of Bunker Hill Day, Mayor Curley urged that the annual parade and drill of the Boston School Cadets be held June 17, so that the schoolboys in uniform could join with the Regular troops, making a parade with possibly 40,000 in line.

For the Fourth of July, the mayor would invite the President of France with the French ambassador and consuls to attend a pageant on the Common, picturing the signing of the Declaration of Independence.

Chairman Parker expressed the intention of the State Commission to enlist the co-operation of the Federal Government for a naval display in Boston harbor both June 17 and July 4. For the edification of visitors from the distant States, other salt-water events will include yacht races, fishermen's races and some tribute to the old whaling industry of Nantucket and New Bedford. Chairman Parker stated.

He also proposed a special session of the General Court in October to commemorate the establishment of free government in Massachusetts Bay colony. Later in the year, he said, there will probably be a recognition of the judiciary through a contemplated convention of the American Bar Association here, in company with the jurists of England, France, Canada and possibly other countries.

The group voted unanimously in favor of the proposal of the State Commission on a Soldiers' Memorial to establish a monumental island in the Charles River Basin as a permanent memorial to the founders and defenders of the nation.

OUR STREET SIGNS

To the Editor of the Transcript:

What a pity it is that men interested in public affairs, like your correspondent Loren B. Flood, do not inform themselves before they "rush into print"!

The street commission is not, and never has been, charged with the duty of attending to the "modern street signs." That is the work of another city department, which is really doing a very fair job with a special sum of money provided by the present mayor in a former incarnation.

The street commission, when it controlled the traffic, was doing so under a State law which provided that the "guiding signs" were to be placed and paid for by another city department, whose budget item for that purpose was pitifully inadequate.

Neither the street commission nor the traffic commission has anything to do with the "route number markers." That work is done by the State.

No comment is here made of the efforts of the traffic commission as praised by Mr. Flood, for the very good reason that the undersigned is also a traffic commissioner. But if Mr. Flood will take the trouble to compare "the new parking and one-way regulations" with those formulated by Mr. John J. O'Callaghan, a member of the street commission, he may be astounded to find that, with the exception of the verbiage, the rules are 90 per cent identical.

There is much information for Mr. Flood in City Hall. It is to be had for the asking.

THOMAS J. HURLEY, Chairman,
Board of Street Commissioners.
Boston, Jan. 14.

Lomasney Stirs Crowd as Court Denies Hearing

Criticizes Atty. Lyons Who Had Conveyed Injunction Notice to City Hall

It was the Lomasney of old at City Hall today—a man of fiery and denunciatory speech—as he faced the street commissioners to protest a word-of-mouth notification from Joseph P. Lyons, assistant corporation counsel, of action by Judge Cox in the Superior Court in granting a restraining order prohibiting the commission from reopening the dispute over a filling station at Nashua and Minot streets, West End.

It was on Dec. 14 that Gladys P. Besarick secured the filling station permit which has aroused much protest among the abutters. Mr. Lomasney asked for its revocation and the street commissioners had complied with the request for a hearing. The injunction was asked by Miss Besarick and the case was heard in court this morning, with Mr. Lyons present. The street commissioner were notified by telephone and Mr. Lyons was later summoned to City Hall to advise the board, inasmuch as Mr. Lomasney had insisted that as no order in writing from the court was at hand, the hearing should continue.

When Mr. Lyons appeared, Mr. Lomasney started his fight. He was told that he could not talk, but refused to defer a statement about the gas station permit until the question of the temporary injunction had been definitely determined. There was a crowd in the hearing room as the West End political leader linked a denunciation of former Assistant District Attorney William I. Schell, Henry I. Harriman, Robert J. Bottomley, and others with an attack on Mr. Lyons, who, the speaker contended, had not acted properly in his appearance before Judge Cox.

When Lomasney walked from the office of the commission to the crowded hearing room he encountered Schell, who acts as attorney for Miss Besarick. "Why don't you fight it out here?" Lomasney shouted to him. "You got all you wanted in court at East Cambridge the other day and you'll get more here before I'm through with you." Turning round, Lomasney addressed the crowd as "citizens and taxpayers," saying that the street commissioners had issued the permit for the gas station when only two property owners in the block were notified, one in East Boston and another, the representative of a man from New York, who bought property on Nashua street.

"As soon as I learned of the scheme I communicated with City Hall," the speaker continued, "and was assured that no permit would be approved by the mayor. But the mayor signed it. When the administration changed, and in order to cause no embarrassment to anybody, I filed with the street commissioners a petition to reopen the matter and revoke the permit. Everyone on Cotton street, Nashua street and Billerica street was notified of today's hearing.

"But the Law Department created by Malcolm Nichols says we can't have a hearing—the court has interfered. Then, when I asked as a citizen, to have the court order read, there's no order. Joe Lyons told the commission about an order. Who made the order and what's in it I don't know. I want to know.

Lomasney had much to say about "schemes" and city politics, at one time threatening that he might "tell some stuff about the Law Departments." He was then speaking in the office of Thomas J. Hurley, chairman of the Street Commission, with Commissioner John J. O'Callaghan and Major Charles T. Harding present. In the adjoining hearing room nearby every seat remained filled, as the spectators awaited the formal order of the court. Lomasney was aiming his shafts at Mr. Lyons, who held his ground with rare patience and sound reasoning.

Attorney Lyons persisted that he knew nothing about the controversy over the gasoline permit. Judge Cox had showed him the petition for an injuncton and Mr. Lyons had told the court that the responsibility was his. It was Lomasney's contention that Mr. Lyons should have argued the case when the judge asked for his opinion. When the colloquy was at high pitch, Mr. Schell returned with Deputy Sheriff Daniel A. Whelton who served the court order upon the commission and it was quickly read in the hearing room. Mr. Lomasney, facing the crowd, told them there was nothing more to do then, but urged them to be in court at ten o'clock next Wednesday morning when the writ is returnable.

TRANSCRIPT 1/15/30

Deland One of Three Justices Named by Allen

Former Corporation Counsel, J. E. Donovan and W. H. McDonnell Appointed

Three special justices of municipal courts in Boston were appointed today by Governor Allen, including Frank S. Deland, corporation counsel of Boston under former Mayor Nichols and replaced by Samuel Silverman, recently appointed by Mayor Curley. The two others appointed to Boston courts are Joseph E. Donovan and William H. McDonnell. Appointment of Special Justice George F. James of Norwood to be justice of the District Court of Western Norfolk, to succeed the late Justice Crestes T. Doe, also was announced.

Other executive appointments announced are those of Edmund J. Slate, Holyoke, as sheriff of Hampden County to succeed the late Edward J. Leyden; Richard Thornton Fisher, Petersham, trustee of Gardner State Colony, to succeed Thomas R. P. Gibb, resigned; Evan F. Richardson, Millis, director of the Division of Animal Industry, reappointment.

Mr. Deland's apointment is to the Municipal Court, West Roxbury district; that of Mr. Donovan is to the Municipal Court in Boston, to succeed Judge Elijah Adlow recently promoted to be associate justice of that court, and Mr. McDonnell's appointment is as special justice of the Charlestown District Court.

Justice James, as a member of the House, was chairman of the legislative committee which conducted the investigation which led to the resignation of former Attorney General Arthur K. Reading. Subsequent to the investigation he ran for the Senate, being defeated by Samuel H. Wragg. Later he was appointed a special justice.

No action was announced concerning Chairman Elliot H. Goodwin of the Civil Service Commission, whose term expired several weeks ago.

Asks Local Support in New Highway Projects

Support of the city planning board and boards of selectmen from suburban communities was enlisted by the metropolitan planning division today in support of its recommendations for construction of eight new through highways connecting trunk lines running from the city when a hearing on the project was held before the Committee on Metropolitan Affairs. But considerable opposition developed from among residents of southern towns affected, principally Dedham, Milton and Canton.

"Dedham has been bled white by street widening projects," Thomas T. Daggett, a member of a traffic committee in that town declared. He was protesting against a project set for next year for a highway passing through parts of Needham, Dedham, Canton and Newton, in a ten-mile route around the Blue Hill section. His contention was that Dedham should be spared more through traffic as the town was already overburdened by the volume of casr along the highway to Providence. Three Dedham citizens had been killed, following the last street-widening project, he said.

Mrs. Ernest E. Codman of Canton declared that the committe should give some consideration to beautiful landscapes, before aproving a project which would affect a peaceful section of Norfolk County. Attorney F. W. Crocker, representing Augustus Hemenway of Canton, lodged a similar protest, while Horatio Hemenway of Dedham felt that valuable property would depreciate through the new road measure proposed in that community.

Henry I. Harriman, who presented the case for the planning division, told the protesting groups that appropriations for property damages were set aside in the terms of the road bill. Norton Wigglesworth of the Milton board of selectmen informed the committee that this board objected to the acquisition of land between Randolph and Canton avenues for a new road.

Senator Angier L. Goodwin of Melrose, pointing out the need of an additional new highway through the communities adjacent to the Newburyport turnpike, advocted passage of a bll sponsored by Representative Charles W. Ames which would have the Metropolitan District Commisison lay out a part of the circumferential highway in the city of Lynn and Sugus. This road is part of the North Shore project recommended by the Metropolitan Planning Division.

GLOBE 1/15/30

OPPOSES BILL TO BAN WATER SHUTOFF

Added Rates Would Result, Silverman Claims

Opposition to the bill of Senator Joseph J. Mulhern to prohibit cities and towns from shutting off water for nonpayment of bills developed at the hearing this morning before the Legislative Committee on Judiciary. The Dorchester Senator did not appear to argue for his measure, and no other proponent presented himself during the session.

There was a protest against the project, however, by Samuel Silverman, corporation counsel for the city of Boston, who declared that the right to shut off the water is the only effective way to collect bills. Public officials, he continued, employ discretion in the exercise of the right. Failure to collect bills results in hardship to other water users, he told, for it results in increased rates.

The New England Water Works Association was recorded in opposition by George A. King, superintendent of the Taunton Water Department, who characterized the measure as a "political scheme."

Others opposed were S. H. Taylor of New Bedford, H. F. Linscott of Swampscott, C. A. Bingham of Norwood, Leon A. Goodale of Worcester, Patrick Gear of Holyoke, John H. Damon of Plymouth, Daniel A. Heffernan of Milton, E. C. Sanderson of Winchester, Frank P. Morse of Salem, Stephen S. Bean of Woburn, Leonard C. Roginson of Concord and Representative Daniel J. Coakley of Chicopee.

GLOBE 1/15/30

STREET COMMISSIONERS ARE ENJOINED BY COURT

At the request of former Asst Dist Atty William I. Schell, in Superior Court today, Judge Cox temporarily enjoined the Boston Street Commissioners from acting on a motion of Martin M. Lomasney calling for the revocation of a permit to keep a gasoline station at Minot and Nashua sts, West End.

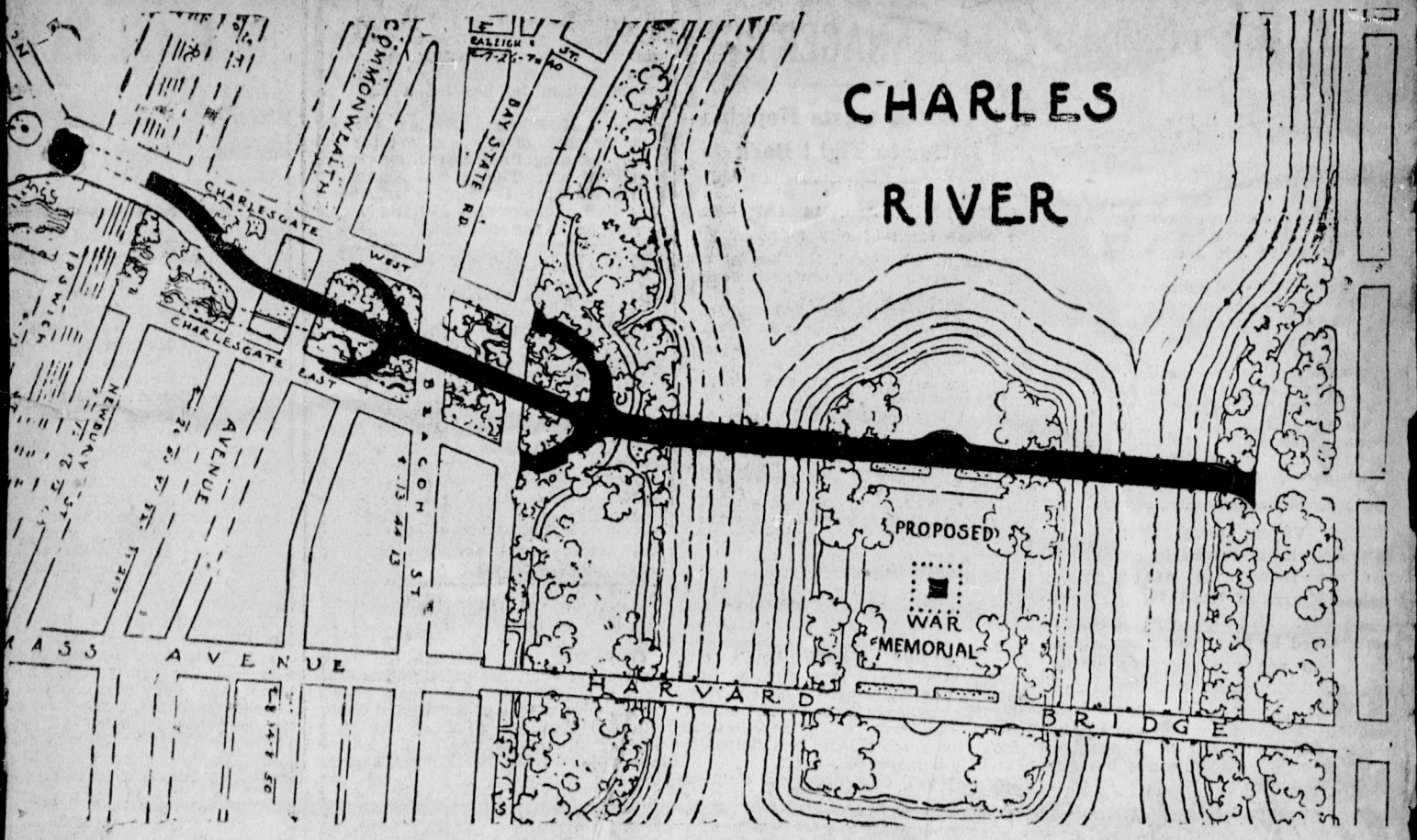
There was to have been a hearing at 11 o'clock today on the Lomasney motion, but the court order prevented this, and a hearing on the merits of the case will be held one week from today.

Schell is acting as counsel for Gladys T. Besarick, recorded as owner of 39 to 45 Minot st and 66 to 70 Nashua sts, West End. Lomasney has adjoining property on Nashua st.

Schell told Judge Cox the law is definite on the question of revocation of permits for gasoline stations. He said once they are issued they cannot be revoked.

HERALD 1/16/30

PLAN OF OVERPASS AND BRIDGE ACROSS CHARLES RIVER



Overpass would start at the railroad bridge on Charlesgate West and extend a cross Commonwealth avenue and Beacon streets to the Boston end of the new bri dge.

Curley Has Plans Submitted for Bridge and Overpass Over Charles

A new bridge over the Charles river, joined with a traffic overpass from the railroad bridge on Charlesgate West, across Commonwealth avenue and Beacon street, has been suggested to the state commission which has recommended the erection of an island in the river at Harvard bridge and the erection of a war memcrial.

Park Commissioner William P. Long has submitted to the state commission a sketch of the suggested bridge and overpass. Mayor Curley was interested in such improvement five years ago, but a definite plan was not prepared until recently and it impressed the mayor so much that he instructed Long to submit it to the war memorial commission.

The estimated cost of the overpass and bridge is $5,000,000. Upon the assumption that the island, if it is created, will be located west of Harvard bridge, with the memorial in the centre, Commissioner Long has suggested another bridge which will cross the island not far from its southern extremity.

The possibilities of an overpass as a relief to traffic congestion, due to the movement of vehicles into Massachusetts avenue towards Harvard bridge from Beacon street have been stressed in the plan.

The overpass which has been suggested would follow a slightly curving route from the crest of the grade in Charlesgate West to the bridge which would extend to Memorial Drive in Cambridge.

Provision has been made for anchor shaped approaches to the overpass from Commonwealth avenue and Beacon street, and the plans call for an underpass at Newbury street at the junction of Charlesgate East and West.

CITY'S BORROWING LIMIT $5,738,545

The municipal borrowing capacity for the current year is $5,738,545, according to a report filed with Mayor Curley yesterday by the sinking fund commission, the city audtior and the city treasurer. The debt incurring power of the city, without special authorization by the legislature is $300,000 less than in 1929. During the last year of the Nichols administration, the borrowing capacity of the city was not exhausted and a balance of $830,000 remained at the start of the Curley administration.

Mayor Urges U. S. Action on Airport

Mayor Curley yesterday, in a telegram to Joseph A. Conry in Washington, sought immediate action in the Governors Island airport project. The mayor said arrangements had been made to expend $1,000,000 additional for development of the airport, and that he desires assurance from the Navy Department of the transfer of Governors Island.

HERALD 1/15/30

CURLEY TO PUSH TERCENTENARY

Suggests Special Observance of July 4 and Columbus Day

WOULD INVITE FOREIGN NOTABLES

In pledging the co-operation of Boston to the celebration of the tercentenary, Mayor Curley yesterday sugggested to Herbert Parker, chairman of the state tercentenary commission, observances of Independence day and Columbus day from the standpoint of their international historical prominence.

The mayor urged that the President of France or an ex-President of that nation be invited to be the guests of the commonwealth and Boston, on July 4. Columbus day might be recognized, he said, as an excellent time to entertain the Presidents of the Pan-American states and the ambassador from those countries. He designated Sept. 17, the natal day of Boston, as worthy of a celebration to which the mayor of Boston, England can be invited.

MILITARY SPECTACLES

The celebration of Evacuation day, Patriots' day and Bunker Hill day can well be featured by military spectacles and he suggested the shifting of the date of the annual parade of the high school cadets so that all of the schoolboys could march in the June 17 parade in Charlestown.

Mayor Curley indicated his willingness to unite with the tercentenary commission in the planning of programs for the holidays which Boston has celebrated and pledged the support of the city to make these particular features of the state-wide celebration outstanding.

Chairman Parker outlined the scope of the celebration which the state commission has planned. The meeting in the mayor's office was called primarily to re-establish the commission on the marking of historical sites in Boston but the mayor combined it with consideration of the tercentenary plans. He made known his purpose to have all statues in Boston thoroughly cleansed and included the exterior of the City Hall in his plans.

SITES IN COUNTIES

Mr. Parker said that the state commission intends to mark historical sites in Suffolk, Middlesex, Essex, Norfolk and Plymouth counties but he agreed to the suggestion of Walter Gilman Page, chairman of the Boston committee, that a conference to avoid duplication would be productive of valuable results. It is the plan of the mayor to illuminate the markers at historical sites in Boston. Already 40 have been marked and 100 others await markers. If permanent bronze tablets cannot be erected, this year, in time for the major features of the tercentenary, temporary signs will be substituted.

Mr. Parker revealed that the state plans propose pageants on land and sea, a spectacular revival depicting the old whaling industry at New Bedford and Nantucket, international yacht races, including a contest of fishing vessels, a celebration to be arranged by lawyers to which members of the British, French and Canadian Bar Associations will be invited, a special session of the Legislature in October, to be a reunion of the former Legislature, and a variety of other features which will begin June 1 and continue for the rest of the year.

Mayor Curley announced the appointment of J. Philip O'Connell as director of public celebrations, a position which he held under the previous Curley administration.

POST 1/15/30

EXPECT O. K. ON HUB CONTRACT

Special Master Supports Nichol's Approval

The award of the contract for water meters for the city of Boston to the Gamon Water Meter Company which was approved by Mayor Malcolm E. Nichols, will probably stand. David A. Marshall, who was appointed special master by the Supreme Judicial Court to hear the evidence and report the facts to the court on the petition of 10 taxpayers, has filed his report.

The petitioners contended that there was no substantial reason for awarding the contract to the Gamon company instead of to the lowest bidder.

The hearings before Mr. Marshall were conducted by an attorney for the Pittsburg Equitable Water Meter Company, a competing bidder.

Mr. Marshall in his report says, "The duties of the Mayor of Boston are, of course, more numerous than those of the commissioner of supplies, and he could hardly be expected to be an expert on the purchase of supplies. I further find that the respondent, Malcolm E. Nichols, was justified in depending upon the written reports of the superintendent of supplies, and that he approved the contract in good faith."

RECORD 1/15/30

Troy Fund Is Endorsed By Curley

THE fund started by the Boston Daily Record for the widow and children of Special Officer James J. Troy deserves the support of every citizen. A valiant Boston patrolman died in performance of his duty. He was endeavoring to apprehend a man charged with violating the laws of the land, without which free government could not endure. The Troy fund movement has my heartiest support.—*Mayor James M. Curley.*

(Accompanying this endorsement was Mayor Curley's check for $100. —ED.

RECORD 1/15/30

Borrowing Capacity of Hub at $5,738,545

The Sinking Fund commission yesterday filed with Mayor Curley a report which places the municipal borrowing capacity for the current year at $5,738,545. The debt incurring power of the city without special authority of the General Court is nearly half a million dollars less than it was 11 years ago in 1919. At the beginning of the present regime, a balance of $830,000 remained from the Nichols' administration.

Mayor Curley Asked to Meet Methodist Bishops

Bishop William F. Anderson yesterday visited Mayor Curley at City Hall and extended to him an invitation to receive the convocation of Methodist Episcopal bishops at the Copley-Plaza next Monday evening. Bishops from all parts of the world will attend.

RECORD 1/15/30

O'CONNELL IS DIRECTOR OF CELEBRATIONS

J. Philip O'Connell was appointed director of public celebrations yesterday by Mayor Curley to succeed George H. Johnston. The appointment is considered an important one in view of the tercentenary celebration beginning in June.

For the convenience of the thousands of visitors expected in the city, all historical sites not marked by bronze markers are to be identified by wooden markers and illuminated at night.

The mayor invited Herbert Parker, chairman of the State tercentenary commission, to be the July 4th orator at Faneuil Hall

RECORD 1/15/30

Slain Hero's Family Is in Dire Need

Contributions

INITIAL contributions to the Boston Daily Record's Troy Fund for the widow and family of Special Officer James J. Troy, slain on duty, include:

Boston Daily Record	$250
A. J. Kobler, president and publisher, Boston Daily Record	100
Gov. Frank G. Allen	100
Former Gov. Alvan T. Fuller	100
Mayor James M. Curley	100
Former-Mayor John F. Fitzgerald	100
Lieut.-Gov. W. S. Youngman	25

The Boston Daily Record started a fund yesterday for immediate financial aid of the widow and children of Special Officer James J. Troy, who was slain Monday night in performance of his police duty.

The bereaved family is in straitened circumstances. There are four children and, even as this was written, the stork was hovering over the home of sorrow.

The idea of a Boston Daily Record Troy Fund, as it is to be called, received quick endorsement from Mayor James M. Curley, former Mayor John F. Fitzgerald, Gov. Frank G. Allen and Lieut.-Gov. William S. Youngman, who backed up their sentiments with contributions.

To start off its Troy Fund the Daily Record gives $250.

A. J. Kobler, president and publisher of the Record, gives $100.

Mayor Curley voiced his endorsement of the Troy fund and his sympathy for the family. Then he said it again with a check for $100.

Governor Allen commended the Troy fund plan and sent a check for $100.

Former-Mayor Fitzgerald wrote his widely-known signature on a check for $100 for the Troy fund.

Lieut.-Gov. Youngman contributed $25.

Police Commissioner Herbert A. Wilson and Police Supt. Michael H. Crowley praised the Daily Record for starting the fund.

A Boston patrolman's pay is about $42 per week. The Troys had four children, with all the expenses incident to that and to family life in general in these days of the high cost of bare living.

Unable to save, the family had fallen behind financially. Now there are expenses of providing for the dead and for the little life that is hourly expected.

There is plenty of sympathy. But money is needed. Hence the Boston Daily Record Troy Fund. Now is the time to contribute.

Send or bring your contributions to the Troy Fund Editor, Boston Daily Record, 5 Winthrop sq., Boston, or Postoffice Box 221. All contributions will be published.

ENDORSED BY ALLEN

Among the commendations received by the Daily Record for its Troy Fund plan are the following:

Governor Frank G. Allen—"The action of the Boston Daily Record in collecting a fund for the widow and children of Patrolman 'Jimmie' Troy who was shot last night in the performance of duty merits the heartiest support of all our citizens. The case is a tremendously appealing one and the hearts of all our people go out in sympathy to the stricken family of this gallant officer who was killed at his post of duty."

Lieut.-Gov. William S. Youngman—"The subscription started by the Boston Daily Record for the widow of Patrolman James Troy is a wonderful plan and deserves the highest commendation. I wish to be one of the first contributors and with pleasure give the sum of $25 and wish I could give more.

"Provisions should be made for a pension suitable for the support of a policeman's family in cases of this nature in order that there be no worry on the part of the widow and children."

Former Governor Alvan T. Fuller—"I think that the movement of the Daily Record in starting a subscription fund for the widow and children of the late Patrolman James Troy, that valiant police officer killed while at his post of duty, is a wonderful thing and I heartily indorse it and want my name set on the list for $100.

"I wish that I had a copy of my recent address to the Legislature in which I brought out that a sufficient pension to be awarded to the widows of policemen and firemen killed in the line of duty is desirable in order that subscription lists need not be resorted to. In view of the fact that we have no such provisions at present, I most heartily tender my subscription."

Mayor James M. Curley:

"The fund started by the Boston Daily Record for the widow and children of Special Officer James J. Troy deserves the support of every citizen. A valiant Boston patrolman died in performance of his duty. He was endeavoring to apprehend a man charged with violating the laws of the land, without which free government could not endure. The Troy fund movement has my heartiest support."

KILLED ON DUTY

Former Mayor John F. Fitzgerald—"I am glad the Daily Record has started this fund. Everyone knows this policeman was killed in performance of his duty. Citizens of Boston should give generously to this hero's family. His children should have the same chance now as though their hero father were still living. I am glad to contribute $100."

AMERICAN 1/15/30

CITY MEMORIAL LISTS ARCHES

Chairman William P. Long of the Boston park commission has submitted to the State commission for a soldiers' memorial, the plan ordered five years ago by Mayor Curley for a memorial island in the Charles river basin with two new bridges crossing it, including a new Harvard bridge.

The plan is similar to the one which the State commission is expected to recommend to Governor Allen except that the city plan will include the second bridge which would cost about $1,500,000 to connect the Boston park system through the Fens with the Memorial drive in Cambridge.

The new bridge would start in the Fenway at Gaston sq., pass over Ipswich and Newbury sts., over Commonwealth ave., over Beacon and back streets and then reach over the Charles river to Memorial drive, passing above the proposed island, which could be reached by ramps. Ramps would also be provided at Commonwealth ave. and back streets between Charlesgate East and the Charlesgate West to permit traffic to ascend to and come down from the bridge level.

BOSTON C. OF C. BULLETIN 1/15/30

"To Make Airport Class A1A"

Mayor Curley's views on development of Boston Municipal Airport, as expressed in inaugural appear to coincide with those held by Chamber's Committee on Aviation and other bodies that have been studying question of airport development in metropolitan Boston.

Briefly, program contemplates immediate additional filling toward Governors Island to permit 3000-foot runways in all directions, and the construction of temporary seaplane facilities. This immediate work is necessary to make the airport a Class A1A field under Department of Commerce ratings.

Later, the landing area should be expanded farther toward Governors Island, a permanent seaplane port established, and a mooring mast erected on Governors Island.

AMERICAN 1/16/30

The Borough Plan

A Greater Boston With a Central Council Acting for 40 Cities and Towns on Matters of Moment to the Larger Community

APPEARING before one of the committees of the Legislature in favor of his bill calling for the establishment of a Greater Boston, Representative James J. Twohig of South Boston referred to some of our neighbors as "jerk towns."

Mr. Twohig's slang was almost as poor as his judgment. The phrase, long out of date, is "jerk-water." It was applied in olden time to a prairie community of one store, one feed mill, two saloons and from ten to thirty houses, built around a water-tank.

There ARE no "jerk-water" towns in Greater Boston, never have been. Taken altogether, the thirty-nine cities and towns roundabout us have a population of 1,029,225, or nearly a quarter of a million more than the central city.

Mr. Twohig, and any other legislator with a similar plan in view, would do well to leave the promotion of the Greater Boston movement to Mayor Curley and the authorities on municipal government whom the Mayor will ask to make a study of the question.

The Curley plan, as we understand it, is in substance not unlike that which has been advanced in the past by Professor William B. Munro, of Harvard University. It calls for a Greater Boston unified in every way EXCEPT POLITICALLY. As Harvard's professor of Government has said, in more than one public address, he would:

"Let each city and town retain its own Mayor and Council or its own Government and leave for a Central Council the duties of handling things of general importance to the community as a whole.

"Let a Central Council have similar administrative powers to those of the London Council. Most of those powers are now invested in the Metropolitan Commission at the State House and the Legislature. Have the Council care for the parks and the water system—possibly the fire department and policing.

"Greatest of all let the Council care for the planning of a Greater Boston. There is little use of having huge highways within the limits of Boston and to have them stop abruptly and fall into local streets when they reach the boundaries of the city proper.

"There is no city that is growing more rapidly or having such a steady growth as Boston. I have heard people say time and again that Boston is slipping. I don't think it is. It is growing rapidly and the outlying cities and towns of the district are growing even more rapidly."

Mr. Twohig, judging from what he had to say at the State House, would drag these cities and towns into Boston by the hair of the head. His idea of the technique of courtship appears to be that of the cave man.

There is NO hope that any considerable number of Greater Boston cities and towns will favor annexation. No sensible person suggests it.

There are, on the other hand—or there were until Representative Twohig's unfortunate "jerk town" furnished its opponents with the ammunition they required—indications that there is a GROWING sentiment in favor of the "borough" system, with a Central Council acting for the larger community on matters of Greater Boston interest.

HUB FOUNDING DEPICTED

A memorial depicting the founding of Boston and commemorating the arrival of Governor John Winthrop to receive a welcome from William Blaxton (Blackstone), the first settler, has been suggested to Mayor Curley as appropriate for inclusion in the tercentenary plans by John Francis Paramino, Boston sculptor.

At a cost of $35,000, hte memorial can be erected on the Beacon st boundary of the Common, on the exact spot where Blaxton had his first hut. The location is opposite 50 Beacon st.

Paramino has designed a bas-relief representing the founding of Boston by Gov. Winthrop, who was accompanied by the Rev. John Wilson and Ann Pollard the first white girl to set foot on the peninsula. The scene shows Blaxton greeting the newcomers, who left their first settlement at Charlestown on account of the lack of good drinking water.

Governor's Island Transfer Held Up

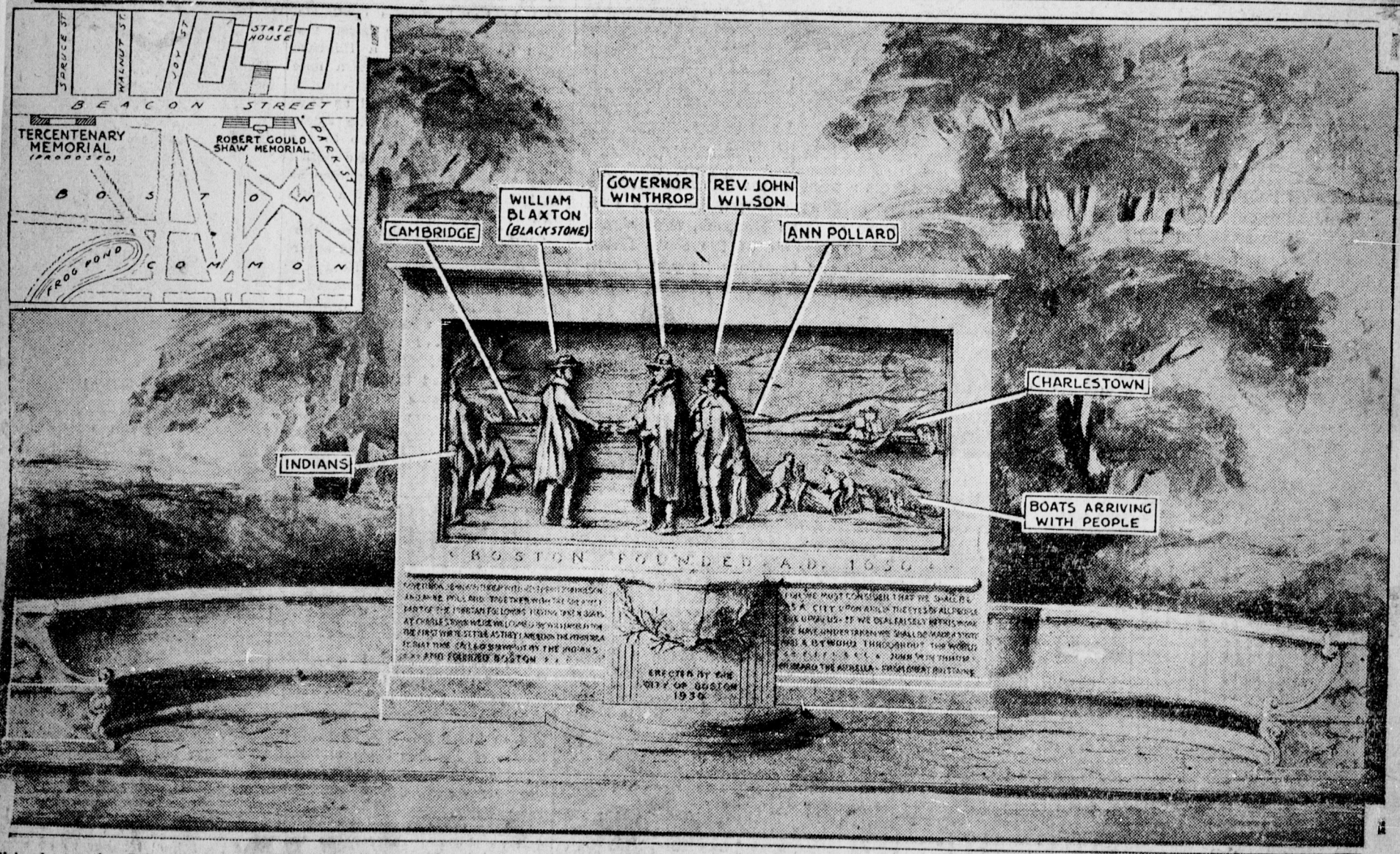
Transfer of Governor's Island from the custody of the federal government to the city for use in the proposed $1,000,000 expansion of the East Boston airport must wait the return from London of Secretary of the Navy Adams of this city, Mayor Curley has been informed.

Mayor Curley Is Given Desk Set

The newly organized Arboretum Club of Ward 10, holding its first public meeting and luncheon at Hotel Westminister, had, as guests of honor, Mayor Curley, Dr. Helen I. Doherty, president of the Women's Better Government League, and Mrs. Colin McDonald, vice chairman of the Democratic city committee.

On behalf of the members of the club, Mrs. William McNulty, chairman, presented Mayor Curley with a handsome desk set.

Proposed Memorial Graphically Depicts Founding of Boston



This design by John Francis Paramino, Boston sculptor, has been suggested as a permanent memorial of the city for the tercentenary celebration, and has the approval of Mayor Curley's committee on marking of historical sites. The proposed location is on Boston Common, where William Blaxton, first white settler, had his crude hut. The bas-relief represents the founding of the city through Governor Winthrop, accompanied by the Rev. John Wilson and little Anne Pollard, first of her sex to set foot on the peninsula. Blaxton is greeting the newcomers, who have come over from Charlestown because of lack of drinking water there. The proposed memorial would cost $35,000. Map shows where it would be situated.

American, June 16, 1930

TRANSCRIPT 1/16/30

School Costs Too High

Fin. Com. Chairman Also Scores "Insurance Hogs" for Fire Rates

Members and guests of the Brokers Board of the Boston Real Estate Exchange gathered this afternoon expecting to hear a lively talk by Frank A. Goodwin, chairman of the Boston Finance Commission. They were not disappointed.

"If real estate experts are to have any standing in this community," was one of Mr. Goodwin's declarations, "it would seem to be the duty of the Real Estate Exchange, if it has the power, to clean house and not permit members in good standing to give aid and assistance to real estate speculators whose only mission in life seems to be to get their hands into the treasury of the city of Boston." He was discussing what he claimed to be exorbitant prices paid by the city for land takings.

Speaking of prevailing rates for fire insurance in Boston, Mr. Goodwin announced: "The time has come for these insurance hogs to be satisfied with less or they will kill the goose that lays the golden egg."

While discussing high taxes in Boston he took occasion to call for reducing school costs: "What we need in Boston," he said, "is someone with nerve enough to investigate the administration of the schools, who will not be frightened by the cry that you can't investigate the schools except by having it done by educators."

"One of the heavy charges on real estate is fire insurance and it is the opinion of everyone, except insurance people, that these charges are exorbitant," he said. "The demand for relief was so great that finally an investigation was forced and the report is just forthcoming. What do we find?

"It appears from the report itself that it 'is the result of seven months of intensive study by a field engineering staff under the direction of Horatio Bond, field engineer of the National Fire Protection Association.' How convenient to have this matter investigated by fire insurance companies themselves! In this report they admit that the fire losses in Boston have decreased 30 per cent in the past two years, which would seem to indicate that there ought to be a reduction in rates.

"Paying No More Than Others"

"The principal argument advanced, however, for not reducing the rates is that Boston is paying no more than other cities with equal fire losses. In other words, as long as they can get away with exorbitant rates in other cities throughout the country, Boston must also take the rap.

"The time has come for these insurance hogs to be satisfied with less or they will kill the goose that lays the golden egg. I have just taken from the reports for 1926, 1927 and 1928 of the Insurance Commissioner of Massachusetts some statistics that are illuminating. In those three years the net premiums written, which means the amount of money taken by insurance companies from real estate owners, is $118,354,286; and the amount paid out in losses was only $57,022,589. The companies cannot say, we must set aside a big surplus, because they have a big enough one now.

"The [illegible] business in Massachusetts during these three years were capitalized for $339,337,000 and, according to the commissioner's report, they have on hand surplus over and above capital and all liabilities the sum of $1,002,799,520. Not only that, but in 1928, according to the Insurance Commissioner's report, of the 336 companies doing business in Massachusetts, forty-seven are from foreign countries, 235 from other States, and only fifty-four are from Massachusetts, and the Massachusetts companies took in in premiums in that year $7,632,097; while outside companies took in $30,793,541.

"You real estate owners will get a cut in insurance only when you fight for it and I think you will agree with me that the investigation and report just made is nothing but a fake and a camouflage.

Milked for Damages

"Another important contribution to the increasing cost of Government is the exorbitant payments exacted from the city in land damage cases. While those in political power may be at fault to a certain extent, the chief responsibility rests squarely on the shoulders of real estate experts.

"Recent history in Boston would seem to indicate that real estate experts will give whatever opinion they are paid to give. This statement may seem rather harsh, particularly when made here to such a large number of real estate experts, but I think the facts bear me out. Let's take a few cases.

"When the city took land at Geneva avenue, which a few years before cost $11,000 and was assessed for $12,000, three real estate experts for the city, under oath, gave is as their opinion that the land damage was worth $25,000—$22,000—$16,000, respectively, while four experts for the owner, under oath, swore that it was worth $163,000—$284,000—$285,000—$319,000, respectively. As a result of this conflicting testimony, the jury awarded $192,000 and I have heard recent attacks upon juries placing the blame upon them for these exorbitant awards. How can we blame men serving on a jury for not being able to come to a sensible conclusion when there is such a wide difference of opinion among men who are receiving pay as experts?

"In one of the Dock square cases 800 feet of a total area of 2200 feet was taken. The whole property was assessed for $140,000. All the experts for the city testified that the damage was less than $100,000 and all experts for the owners testified that it was worth more than $200,000 and the jury gave an award of $198,000.

"Whatever may be said of the Exchange street investigation by the Finance Commission, it at least did one thing. It brought forcibly to the minds of the people of this city that real estate experts could not be depended upon and that, as a result, the city was being constantly milked out of hundreds of thousands of dollars. The effect of this publicity has been shown in two recent cases, so far as juries are concerned, but apparently it has not had the same effect on real estate experts.

"At the trial for damages to property on Locust street, three experts for the city testified that the damages were $15,000-$18,000-$18,000, respectively, while the appraisers for the owners all testified that the damages amounted to over $200,000; but the jury only gave $18,000.

"In the Bowdoin square case, although the owner himself in seeking a mortgage over his own signature, admitted his property to be worth $317,000, his experts on the stand all testified that the damages were about $600,000. The jury in that case made an award of only $338,000.

"If real estate experts are to have any standing in this community, it would seem to be the duty of the Real Estate Exchange, if it has the power, to clean house and not permit its members in good standing to give aid and assistance to real estate speculators whose only mission in life seems to be to get their hands into the treasury of the city of Boston.

Wants Real School Inquiry

"Of course another tremendous drag on real estate can be attributed to increasing taxation. The greater part of the burden of this increasing cost of government falls upon real estate. During the ten-year period from 1919 to 1928 the valuation of property in Boston increased from about $1,500,000,000 to 1,950,000,000, or 30 per cent, while during that same period the tax warrant rose from about $36,000,000 to $56,000,000—an increase of 55 per cent.

"In the twenty-year period from 1909 to 1928 valuations increased from about $1,350,000,000 to $1,950,000,000, or an increase of 44 per cent, while the tax warrant rose from about $22,764,000 to $56,262,000—an increase of 150 per cent.

"It is apparent from these figures, of course, that real estate has been taxed tremendously by the increasing cost of Government. One of the principal causes of this increase is the tremendous cost of running our schools.

"During the twenty-year period from 1909 to 1928 while the valuation of property was increasing 44 per cent and the tax warrant 150 per cent, the school expenses rose from about $5,114,000 to $19,642,000, or an increase of 285 per cent. Of course some of this may have been caused by the fact that we have entered upon the "Pay-as-you-go" policy for building schools; but that is only a small part of it, for the greatest increase is in the administration of the schools from the educational standpoint.

"This astounding increase of 285 per cent is further accentuated by the fact that in 1909 the school registration was 131,848 pupils, while in 1928 it had only increased to 164,714, or 25 per cent. Here we have the school population increasing 25 per cent and the cost of running the schools increasing 285 per cent, and what are you going to do about it?

"I have here a letter written by your board on Mar. 22, 1927, asking for an investigation of the school department; not only the building end, but the educational end. As a result of that request, the Finance Commission employed a man to make a preliminary report and what came of it? He received co-operation from the school authorities only on condition that he would not make public the information he got, with the result that we got nowhere. The agitation, however, brought about the recent survey made by a commission, the majority of whose members were educators and about the only fault found was with the building program.

"What we need in Boston is some one with nerve enough to investigate the administration of the schools, who will not be frightened by the cry that you can't investigate the schools except by having it done by educators. The only result that can be obtained from an investigation of our educational facilities by educators is a whitewash and if any recommendations are made at all, they are bound to be that we spend more money for fads, frills and fancies."

GLOBE P.M 1/16/30

CURLEY ORDERS CHANGE IN DAMAGE SETTLEMENTS

No Payment on Property Taken, With Agreement That City Will Submit to Suit

Owners of property taken by the city of Boston have, up to the present time, had an "ace in the hole" so far as the legal aspects of the case were concerned, but today Mayor Curley took steps to change the situation.

In other words, in the past, if the city took property, it paid the owner the price stipulated by the city but the city had to agree to stand for being sued if he owner was not content with the cash he had already received.

According to the Mayor, the city supplied the property owner with cash which could be used as ammunition to fight the city. This is another of the "so-called leaks" objected to by Mayor Curley.

Today Mayor Curley notified heads of departments that the practice must cease, and in connection with the order gave out the following statement:

"Hereafter the owners of real estate from whom property has been taken for public improvements will not be permitted to make pro tanto settlements; that is, receive the amount of damages awarded by the board of officers making the taking and then institute court proceedings for the recovery of an amount in addition thereto.

"If damages awarded are deemed insufficient by property owners they may have recourse to the courts, and the law now provides for a speedy jury trial to determine the amount of damages to which they are entitled.

"Owners should not be allowed to receive the money awarded by the street commissioners and use it for the purpose of carrying on litigation against the city.

"Where an award is taken pro tanto, if a trial is then had before a jury, if it should be determined by the jury that the damages suffered were not as great as the amount already paid to the owner, there is no way of recovering the excess from the owner.

"The practice heretofore existing encouraged additional litigation, as the owner had nothing to lose and everything to gain and the city nothing to gain and everything to lose."

TRANSCRIPT 1/16/30

Three Well-Known Officials to Quit

Three of the best known public officials of Boston—Thomas C. Evans, deputy superintendent of police; James H. Sullivan, commissioner of public works, and Edward W. McGlenen, city registrar—will be retired on Jan. 31, according to announcement by Mayor Curley today.

Mr. Evans has been in service for 47 years, Mr. Sullivan for 41 years and Mr. McGlenen for 38 years. They will receive pensions under the retirement act. Mr. McGlenen, who has been ill for months, is an authority on the history of Boston, and as member of the Committee on the Marking of Historical Sites had been anxious to see this work completed before the tercentenary celebrations this year.

Deputy Evans and Mr. Sullivan have reached the age of 70, while Mr. McGlenen is 75. Each had requested retirement.

No More Pro Tanto Damage Settlements

In the belief that pro tanto settlements for property taken by the city for public improvements are unfair to the city and an injustice to the taxpayers, Mayor Curley has abolished the custom.

"If damages awarded are deemed insufficient by property owners they may have recourse to the courts and the law now provides for a speedy jury trial to determine the amount of damages to which they are entitled," the mayor says. "Owners should not be allowed to receive the money awarded by the street commissioners and use it for the purpose of carrying on litigation against the city.

"Where an award is taken pro tanto, if a trial is then had before a jury, if it should be determined by the jury that the damages suffered were not as great as the amount already paid to the owner, there is no way of recovering the excess from the owner. The practice heretofore existing encouraged additional litigation as the owner had nothing to lose and everything to gain, and the city nothing to gain and everything to lose."

TRANSCRIPT 1/16/30

Memorial to Depict Founding of Boston

A design by John Francis Paramino, sculptor,, in collaboration with Charles A. Coolidge, architect, representing the actual founding of Boston, has met with the approval of the Commission on the Marking of Historical Sites. It would cost $35,000, and would be erected on the Beacon street side of the Common, near Charles street.

The design would show Governor Winthrop, accompanied by Rev. John Wilson and little Ann Pollard, the first of her sex to set foot on the peninsula, and William Blaxton greeting the newcomers who had left their first settlement at Charlestown on account of the lack of good drinking water.

The bas relief also shows the shore of Charlestown and the boats bringing the people across, at the left the Cambridge shore. The original inhabitants are represented by two Indians.

The proposed location of the memorial is opposite the spot where Blaxton, the first white settler, had his rude hut.

Curley to Honor Japanese Consul

Mayor Curley will tender a luncheon, in behalf of the city, to Setsuzo Sawada, newly appointed Japanese consul general at New York, at the Copley-Plaza Hotel tomorrow at 1.15 P. M. Invitations have been extended to all members of the Japanese Society of Boston and to all individuals who have been decorated by the Japanese Government. Governor Allen, former Mayors Nichols and Fitzgerald, the judiciary, city officials and newspaper editors also have been invited. Mayor Curley is a Knight of the Third Degree Rising Sun.

Curley Refuses Tax Abatements

Three hundred requests for tax abatements, involving property worth $9,000,000, led Mayor Curley to direct the assessors to refuse such claims and permit the courts to adjudicate them.

"Personally, I favor the law which permits abatements in taxation to widows in need where the value of a home is not in excess of $7500," the mayor said.

"I cannot, however, conceive of any good reason why abatements such as are pending and which, fortunately, through the wisdom and courage of you and your associates were not granted, involving many millions of dollars in valuations, should be allowed.

"My investigation discloses the fact that the individuals or corporations seeking these abatements were enjoying in their respective industries a larger measure of prosperity than at any period of time in previous years. This is true not only of the steam railroads but also of the hotel corporations, and I know of no way in which abatements in these cases is justifiable.

"While I have a profound respect for the honesty and ability of every man employed in your department as first assistant assessors, I am nevertheless of the opinion that the city's interests would be better served if a shift were made by you in the district assigned to every first assistant assessor in your department."

GLOBE PM 1/16/30

SPECULATORS AROUSE WARNING BY GOODWIN

Says Real Estate Exchange Members Should Not Aid Men Trying to Put Hands in City Treasury

"I know the great majority of real estate men are honest, but if the real estate experts are going to have any standin gin this community it would seem to be the duty of the Real Estate Exchange, if it has the power, to clean house and not permit its members in good standing to give aid and assistance to real estate speculators whose only mission in life seems to be to get their hands into the treasury of the city of Boston."

Such was the smashing finale of Chairman Frank A. Goodwin of the Boston Finance Commission, speaking this afternoon before the Boston Real Estate Exchange at a luncheon and business meeting of the exchange at its headquarters in the Winthrop Building on Water st. Chairman Goodwin talked straight from the shoulder and he was greeted with bursts of applause.

Mr Goodwin discussed in general the real estate depression in Boston. He spoke specifically with relation to the high cost of fire insurance, school administration and the alleged exorbitant awards in land damage cases. He thanked the exchange for the wonderful cooperation it has given the Boston Finance Commission, which, he told the real estate men will, as long as he is its head, do everything it can to see that the loafers go to work and the people's money is spent to the best advantage of the public.

Blames Real Estate Experts

Mr Goodwin placed squarely on the shoulders of the real estate experts the chief responsibility for the exorbitant land damages exacted from the city. He said that it would seem to him that the real estate experts give about whatever opinion they are paid to give.

Touching briefly on the much-talked-of Exchange-st deal of a year or so ago, the head of the Finance Commission said that the investigation at least awakened a lot of people to the realization that real estate experts, that is, some of them, could not be depended upon and the city was being milked of hundreds of thousands of dollars.

Switching over to the public schools of the city, Chairman Goodwin asked that the searchlight be played on the schools, their educational program, not so much the building program, so that the citizens who are paying the bills will know what their money is being spent for. He indicated that he thought the abolishing of the School House Commission was a step in the right direction.

Mr Goodwin stated that in 20 years property damages in this city have increased 44 percent and the tax warrant has gone up 75 percent, but the expense of the public schools, he went on has jumped 285 percent. The expense of the conduct of the public schools has rocketed from a little over $5,000,000 to more than $19,000,000. At the same time, said Mr Goodwin, the public school population has increased only 25 percent.

See School Inquiry Needed

He declared that some time ago, not while he was head, however, when the Finance Commission employed a representative to check up on the schools, the representative received cooperation of the schools only with the understanding that he was not to make public whateveer information he obtained. That kind of business led nowhere, declared the speaker.

Mr Goodwin said he believes that Boston is in dire need of someone with enough nerve to investigate the public schools; somebody who will not be frightened by the cry that "you cannot investigate the schools without having it done by educators." An investigation by educators leads only to a whitewash, in the opinion of Mr Goodwin, and if they recommend anything it is that more money be spent on fads and fancies and frills.

He called the recent report on fire insurance rates a fake and a camouflage and told the real estate men they would get reduced fire insurance rates when they fought for them and not until then. He said that everybody but the insurance men will agree that the fire insurance rates here are exorbitant.

He advocated a revaluation of the city, after citing conditions in the market district which, he said, is practically on the rocks as a result of the chain store, and perhaps prohibition. He said he felt that perhaps the pay-as-you-go policy was all right, but "we ought to depart from it at least temporarily so that many great improvements can be started with a view of relieving the unemployment situation."

OLD CITY EMPLOYES TO RETIRE ON JAN 31

Boston will lose, on Jan 31, by retirement, the valued services of three of its veteran employes, Thomas C. Evans, deputy superintendent in the Police Department 47 years; James H. Sullivan, Commissioner of Public Works, in the city employ for 41 years, and Edward W. McGlenen, city registrar, who has served the city for 38 years.

Mr McGlenen probably had closer touch with the public than any of those who will retire at the end of the month. Thousands of marriage licenses bear his name and for years he has been the kindly adviser of couples preparing to marry.

He found time for other things, particularly historical matters, and is one of the best-informed men in the city in that line. He is a member of the Commission of Historical Sites and probably did more for the movement than any other individual with the possible exception of Mayor Curley.

Deputy Evans had a wide acquaintance because of his police connections. He and Mr Sullivan have reached the age of 70 and Mr McGlenen is 75. All had requested retirement and will receive not more than half-pay for the remainder of their days.

DRUM CAMP, U. S. W. V., TO INSTAL TOMORROW

Capt John Drum Camp 18, Department of Massachusetts, U. S. W. V., will instal officers for 1930 tomorrow evening at the camp quarters in the Municipal Building at Uphams Corner. Brig Gen John H. Dunn, past commander of Maj J. O'Connor Camp 4, and past commander-in-chief of the Veterans of Foreign Wars, will conduct the exercises.

Patrick E. Kelleher will be inducted as commander; James McGrath, senior vice commander; Eugene Collins, junior vice commander; George H. McQuillen, quartermaster; Thomas F. Hogan, adjutant; John H. Steele, officer of the day; Frank Goodwin, officer of the guard; Joseph E. Donovan, historian; Cornelius S. O'Connor, patriotic instructor; George H. McNamara, chaplain; William H. Stevens, color sergeant; John V. Ney, sergeant major; John G. Carnegie, quartermaster sergeant, and William Turner, color guard.



PATRICK E. KELLEHER
Commander-Elect Capt. John Drum Camp U. S. W. V.

Commander - Elect Kelleher was president of the Boston Municipal Council, U. S. W. V., two years, department adjutant in 1927, and has been adjutant captain of John Drum Camp for six years.

Invitations have been accepted by Mayor Curley, John F. Fitzgerald, honorary member of the camp; Representatives Frank J. Hickey, Joseph Finnegan and William Mahoney, City Councilors Albert J. Fish, Joseph McGrath and Cornelius E. Kelley, and many prominent officers of the American Legion, Veterans of Foreign Wars and Spanish War Veterans.

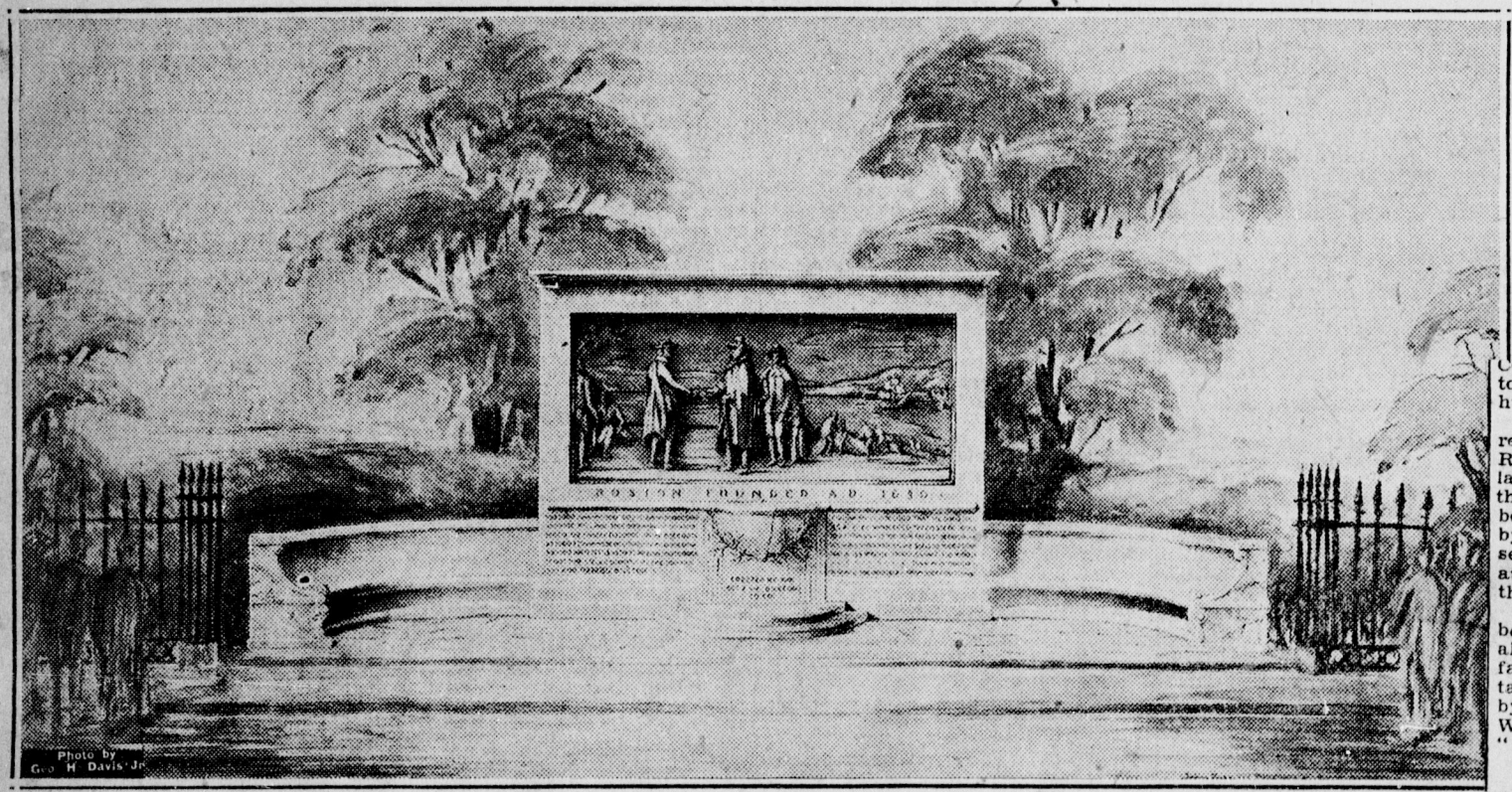
TRANSCRIPT 1/16/30

Curley Strong for Wider Charles St.

Voicing his approval of the plan of the park lepartment for the widening of Charles street, in connection with the Charles River Basin improvement, Mayor Curley today called a conference for next Monday afternoon to discuss the several distinct matters involved. Those invited to attend include Mrs. James J. Storrow, who has contributed $1,000,000 in memory of her husband, toward the work to be done by the Metropolitan District Commission; members of the commisson, the City Council, the Finance Commission; the Park Commission, city planning and Metropolitan planning officials, and Martin M. Lomasney.

The mayor has always believed in the $10,000,000 North Station project, which led the city to widen and extend Nashua street, with generous contributions of land from the railroad, and now he is anxious to have the city acquire from the Commonwealth a tract of land, bordering upon the river, for use as a playground and bathing beach.

COMMISSION APPROVES DESIGN OF MEMORIAL COMMEMORATING ESTABLISHMENT OF BOSTON



DESIGN OF MEMORIAL COMMEMORATING THE FOUNDING OF BOSTON

The design of the memorial commemorating the actual founding of Boston, offered by John Francis Paramino, sculptor, to Mayor Curley, has met with the approval of the Commission on the Marking of Historical Sites. Further action on the matter will be taken later.

According to the sculptor, the monument would cost about $35,000 and it would be possible to have the unveiling on Sept 17, next, Boston's natal day. The proposed site is on the Beacon st side of the Common, near the Charles st end.

The stone part will be either marble or light granite, and the center will be of bronze. The memorial will be about 25 feet across, by 12½ feet high and about 12 feet deep.

Mr Paramino's description of the proposed memorial is as follows:

"The design of the bas-relief represents the founding of Boston through Gov Winthrop, accompanied by Rev John Wilson and little Ann Pollard, the first of her sex to set foot on the peninsula.

Shows Greeting

"The scene, as depicted, presents William Blaxton greeting the newcomers who had left their first settlement at Charlestown on account of the lack of good drinking water, which, hearing of, Blaxton in the language of Edward Johnson, an eye witness, spoke of this precise period in his wonder-working Providence as follows:

"'And that which added to their present distress was the want of fresh water.'

"Also in the early records of Charlestown it states:

"'In the meantime Mr Blaxton, dwelling on the other side Charles River alone, at a place by the Indians called Shawmutt, when he only had a cottage, at or not far off the place called Blackstone Point, he came and acquainted the Governor of an excellent spring there; withal inviting him, and soliciting him thither.

"'Whereupon, after the death of Mr Johnson and divers others, the Governor, with Mr Wilson, and the greatest part of the church, removed thither; whither also the frame of the Governor's house, in preparation at this town, was also (to the discontent of some) carried, when people began to build their houses against Winter; and this place was called Boston.'

"In the bas-relief we see also the shore of Charlestown and the boats bringing the people across—at the left the Cambridge shore—Blaxton greets the Governor, a typical Puritan magistrate.

"The original inhabitants are represented by two Indians, who are gazing with curiosity at a scene whose significance is not within their comprehension.

"The design of the tablet is an exedra, and it conforms in its absolute grave simplicity with the Puritan consciousness — while to typify the meaning of the removal from Charlestown, at the base of the relief is a drinking fountain, which gives a touch of quaint sentiment to the memorial.

"The proposed location is on Boston Common, opposite the spot where Blaxton, the first white settler, had his rude hut, a very appropriate spot.

"The inscription on the memorial reads: 'Governor John Winthrop, with Reverend John Wilson and Ann Pollard, together with the greatest part of the Puritan following, having taken boats at Charlestown, were welcomed by William Blaxton, the first white settler, as they landed on the peninsula at that time and called Shawmut by the Indians, and Founded Boston.'

"'For we must consider that we shall be as a city upon a hill. The eyes of all people are upon us. If we deal falsely in this work we have undertaken we shall be made a story and a byword throughout the world.—John Winthrop.'

"'On board the Arbella, from Great Britain.

"'Erected by the City of Boston.'"

GLOBE PM 1/19/30

GLOBE PM 1/16/30

RECEPTION AND BANQUET TO COUNCILOR POWER

New Official Hailed as Future Chief Executive of City at Roxbury Fete

City Councilor Leo F. Power of Ward 10 was tendered a reception and banquet last evening in P. A. Collins Hall, Teachers' College Building, Roxbury, by more than 500 persons. Many city and county officials paid tribute to the Councilor, who was hailed as the future chief executive of the city by Ex-Representative Maurice J. Tobin.

Paul V. Bailey, toastmaster, spoke of Councilor Power as one of the most active workers for Gov Alfred E. Smith in the Presidential election, and made reference to the Councilor's martyrdom for the Democratic cause when he was brought before the Superior Court for distributing campaign literature for Gov Smith outside a polling place in Roxbury.

Dist Atty William J. Foley declared that Councilor Powe. did more for Gov Smith than any man in this State, as he was the only man who was apprehended by a police officer for aiding the cause of the Democratic standard bearer.

The district attorney caused considerable laughter when he referred to the officer in the case as the "Hoover policeman," and said that the officer decided on drastic action when he had a premonition that the Smith forces were carrying the State.

Going before a jury in Suffolk County, Dist Atty Foley stated that he outlined the case and asked the jury to bring in a verdict of not guilty, which was done.

Councilor Power is starting on what promises to be a long and honorable career, Mr Foley said, and he spoke of the opportunity in America for the young man in politics. He asserted that residents of Ward 10, in electing Mr Power, not only honored their choice but also themselves. Mr Power will be a credit to Roxbury and to himself, concluded the district attorney.



CITY COUNCILOR LEO F. POWER
Ward 10

The Councilor was presented a wrist watch by Ex-Representative Maurice J. Foley, and his mother was given a large bouquet.

Election Commissioner James J. Mulvey said that a large measure of the success of Councilor Power is due to his mother. He wished Mr Power a long and successful career in public life.

In accepting the watch, Councilor Power spoke feelingly of the friendship he had for all those who made his election possible, and he vowed that he would be always ready and willing to aid in any justifiable cause. He hoped that he would be able to repay his friends in a substantial and wholehearted manner for their sincere interest in him.

Many Speakers

Among the prominent persons who added words of praise to Councilor Power, were Mayoral Secretary Arthur P. Corbett, Mrs Colin W. MacDonald of the Democratic State Committee, recently appointed election commissioner; Representatives Thomas S. Kennedy and James M. Brennan; City Councilors Edward P. Gallagher, Thomas H. Green, Francis E. Kelley, Richard D. Gleason, Edward L. Englert and Timothy F. Donovan; Mrs Alice Buckley, president of the Ward 10 Democratic Women's Club; Pres John J. Doherty of the James M. Curley Club; Ambrose J. Woods, Pres Joseph X. McManus of the Ward 10 Improvement Association; Senator Michael J. Ward, Ex-Pres James V. McCloskey of the St Alphonsus Association; Ex-Asst Dist Atty Hugh J. Campbell; Ex-Pres William H. Harrison of the St Alphonsus Association; Eugene F. Canney and Deputy Sheriff John J. Casey.

A communication was read from Rev John O'Leary, C. SS. R, rector of the Mission Church, which dealt in glowing terms of Councilor Power. Rev Fr O'Leary dwelt at length on the fine character and the integrity of the new councilor. The reading of the message by Toastmaster Bailey was vigorously applauded.

Telegrams were received from Mayor James M. Curley, Congressman John W. McCormack, Gen Charles H. Cole and Sheriff John A. Keliher expressing their regrets at being unable to attend personally. Mayor Curley's message assured the people of Ward 10 that he felt that the district would be ably represented.

CONFERENCE ON CHARLES RIVER BASIN IMPROVEMENT

Cooperation by the city of Boston in the Metropolitan District Commission plan for the improvement of the Charles River Basin will be the subject of a conference at 1:30 p m next Monday, in the office of Mayor Curley.

Mayor Curley announced today that $1,000,000 was available and that Mrs James J. Storrow offers another $1,000,000 for improvements. Mrs Storrow is one of those invited to the conference.

Others invited are the City Council, Finance Commission, Park Commission, City Planning Board, Metropolitan Planning Division, Board of Street Commissioners, City Law Department and Martin M. Lomasney.

The widening of Charles st should be provided, according to the Mayor, in accordance with plans suggested two years ago, and he believes that the Basin improvement should be tied with the new Nashua-st boulevard which skirts the North Station and extends to Leverett and Charles sts.

Mr Lomasney's proposal calls for a bathhouse on Brighton st khich would beof great service to the children of the congested sections of the lower West End. It includes the acquisition from the State of a large tract of land bordering the river, recently acquired in a swap by the Commonwealth with the Boston & Maine Railroad.

DR J. F. O'BRIEN APPOINTED

Charlestown Man Assigned to Boston Sanatorium

Mayor Curley today announced the appointment of Dr John F. O'Brien, well-known Charlestown practitioner, as assistant superintendent of the Boston City Hospital, with assignment in charge of the Boston Sanatorium, River st, Mattapan. He takes the place made vacant by the death last Summer of Dr Arthur J. White.

Dr O'Brien was at one time a member of the board of trustees of the Boston Sanatorium.



DR JOHN F. O'BRIEN

The trustees of the Boston City Hospital will confer with Mayor Curley at noon next Monday on the matter of carrying out the proposed improvements at the hospital. There remains to be done work estimated at $2,300,000, and according to the trustees, it will take two to three years to complete it.

Mayor Curley will go over the plans with the trustees, and in view of the industrial situation at present, he is desirous that a start be made, and would like to see the work completed in 1½ years.

The Mayor, if plans are satisfactory, is willing to have appropriated $1,500,000, in order that the work may go ahead this year. Of the money to be expended, 50 percent must come out of taxes, but the Mayor believes that industrial conditions warrant going ahead. The plan calls for a surgical building, medical building, administration building and dormitories for orderlies, internes and nurses.

TRAVELER 1/16/30

CHARLES RIVER BASIN SESSION

Mayor Curley Calls for City Hall Conference Monday at 1:30

Municipal co-operation with the improvement of the Chatrles river basin which the metropolitan district commission will undertake this year, and towards the cost of which Mrs. James J. Storrow has contributed $1,000,000, will be discussed at a conference which Mayor Curley has scheduled at his office at 1:30 next Monday afternoon.

Mrs. Storrow is among those who have been invited. The others are Martin M. Lomasney, the city council, finance commission, park commission, city planning board, metropolitan planning division, the street commission and the corporation counsel.

Mayor Curley believes that the city should provide for the widening of Charles street in accordance with plans suggested two years ago, and that the opportunity should not be neglected of tying the basin improvement with the new Nashua street boulevard which skirts the North statiton and extends to Leverett and Charles street.

The interest of Lomasney is in a development on Brighton street, where he believes that a municipal bathhouse can be established for the use of the children of the congested tenement house district of the lower section of the West end.

The Lomasney proposal includes the acquisition from the Commonwealth of a large tract bordering upon the river, obtained in a recent swapping of land with the Boston & Maine railroad.

ABOLISHES FUNDS FOR LITIGATIONS

Mayor Curley today abolished the practice of providing property owners, whose property has been taken for street widenings and other public purposes, with funds with which to finance litigation against the city.

Henceforth no owners of real estate will be permitte dto make pro tanto settlements and accept the damages awarded by city officials unless it is specifically stipulated that no litigation will be started to secure jury awards of increased damages.

If such owners consider that the offers of the city are inadequate, they will be forced to bring court action before they receive any money. Under the existing system, if pro tanto settlements are made and litigation follows, which results in a jury decision that damages were less than the payments made by the city, there is no legal method of recovering the difference.

THREE CITY VETS TO RETIRE JAN. 31

Three veteran city officials, Deputy Superintendent of Police Thomas Evans, Commissioner of Public Works James H. Sullivan, and Registrar Edward W. McGlennen will be retired Jan. 31.

Evans has been a member of the police department for 47 years, Sullivan has been in the city service for 41 years, and McGlenen has been registrar for 38 years.

CURLEY TO HONOR JAPANESE CONSUL

Mayor Curley, a knight of the third degree of the Rising Sun, the highest honor bestowed by the Japanese government upon people of other countries, will entertain Setsuzo Sawada, Japanese consul at New York, at lunch tomorrow noon, in the state suite at the Copley-Plaza.

His guests will include Gov. Allen, the justices of the supreme judicial and superior courts, judges of the municipal court, the city council, officials of Suffolk county and former mayors of Boston, as well as the group of newspaper editors and others who will discuss later in the afternoon, the mayor's plan for a greater Boston.

MAY RUSH ADDITION TO CITY HOSPITAL

To hasten the completion of the building program at the City Hospital, Mayor Curley is willing to include in the appropriation budget this year the $750,000 which must be raised by direct taxation to comply with the special legislation authorizing the carrying out of the program.

It is believed that $1,500,000 will be necessary to finance the work which is planned for completion within the next 18 months, and at a conference Monday noon with the hospital trustees, the Mayor will learn if plans for proposed buildings are in such shape that arrangements can be made for an immediate start upon new buildings. They include a surgical building, a medical building, an administration building and dormitories for nurses, internes and orderlies.

TRANSCRIPT 1/16/30

New Post for Dr. O'Brien

Dr. John F. O'Brien, for many years a trustee of the Boston Sanitarium at Mattapan, when it was a separate institution, has been appointed assistant superintendent of the Hospital Department, in charge of the sanitarium, to take the place made vacant by the death of Dr. Arthur J. White. Mr. O'Brien has been in practice at Charlestown for many years, and is one of the best-known physicians in the city.

TRAVELER 1/16/30

GOODWIN HITS FIRE INSURANCE

Fin Com Head Declares Rates Are Too High in Boston

The exorbitant awards in land damage cases, the high cost of fire insurance and of school administration were attacked today by Frank A. Goodwin, chairman of the finance commission, at the luncheon of the brokers' board of Real Estate Exchange.

"If the real estate experts are to have any standing in this community," said Goodwin, "it would seem to be the duty of the Real Estate Exchange, if it has the power, to clean house and not permit its members in good standing to give aid and assistance to real estate speculators whose only mission in life seems to be to get their hands into the treasury of the city of Boston.

"Recent history would seem to indicate that real estate experts will give whatever opinion they are paid to give," the speaker said referring to cases where experts for the city appraised damages of about $22,000 and experts for the owner set them well above $200,000.

One of the heavy charges on real estate is fire insurance, Goodwin stated, and every one except the insurance people think these charges are exorbitant. Recent study of fire insurance companies show fire losses in Boston have decreased 30 per cent. in the last two years, which should indicate a reduction in rates.

"The principal argument advanced for not reducing the rates," Goodwin continued, "is that Boston is paying no more than other cities with equal fire losses. In other words, as long as they can get away with exorbitant rates in other cities throughout the country, Boston must also take the rap."

Recent reports of the insurance commissioner in Massachusetts for 1926-7-8 show the net premiums written is $118,354,286 and the amount paid out in losses $57,022,589. Of the 336 companies doing business in this state in 1928, 47 are from foreign countries, 235 from other states and only 54 from Massachusetts.

AMERICAN 1/16/30

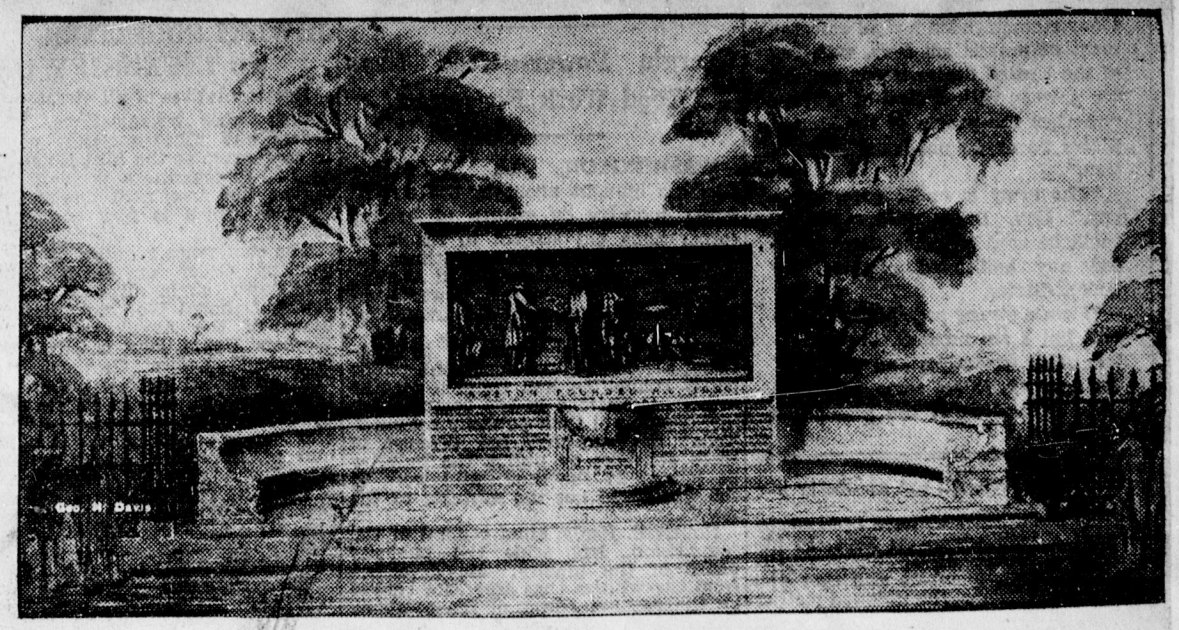
Curley to Limit Damage Awards

Mayor Curley served notice on the city law department that large cash awards from the city treasury to motorists and other complainants for damages resulting from alleged defects in the highways will have to stop.

Automobilists who break a spring while motoring over the trenches of Beacon Hill will be paid for a broken spring—and no more. And pedestrians who seek $5000 for stumbling over an upturned brick in a city sidewalk will have to tell it to the judge and jury.

HERALD 1/16/30

PROPOSED MEMORIAL DEPICTING FOUNDING OF BOSTON



(George H. Davis Studio)
Bas-relief designed by John Francis Paramino, Boston sculptor.

Proposed Tercentenary Memorial Depicts the Founding of Boston

A memorial depicting the founding of Boston and commemorating the arrival of Gov. John Winthrop to receive a welcome from William Blaxton [Blackstone], the first settler, has been suggested to Mayor Curley, as appropriate for inclusion in the tercentenary plans by John Francis Paramino, Boston sculptor.

At a cost of $35,000, the memorial can be erected on the Beacon street boundary of the Common, on the exact spot where Blaxton had his first hut. The location is opposite 50 Beaocn street.

Paramino has designed a bas-relief representing the founding of Boston by Gov. Winthrop, who was accompanied by the Rev. John Wilson and Ann Pollard, the first white girl to set foot on the peninsula. The scene shows Blaxton greeting the newcomers, who left their first settlement at Charlestown on account of the lack of good drinking water.

Then Blaxton, who lived at what the Indians called Shawmut, acquainted Gov. Winthrop with the news of an excellent spring near Blackstone point. The removal from Charlestown followed. In the bas-relief the shore of Charlestown is visible as well as the boats in which the people crossed the river. The original inhabitants are represented by two Indians gazing in wonder at the scene.

The design is an exedra and it conforms in its simplicity with the Puritan consciousness. It also typifies the reason for the removal from Charlestown through the drinking fountain at the base of the bas-relief. The inscription on the memorial reads: "Governor John Winthrop, with Reverend John Wilson and Ann Pollard, together with the greatest part of the Puritan following, having taken boats at Charlestown, were welcomed by William Blaxton, the first white settler, as they landed on the peninsula at that time called Shawmut by the Indians and founded Boston.

"'For we must consider that we shall be as a city upon a hill. The eyes of all people are upon us. If we deal falsely in this work we have undertaken, we shall be made a story and a byword throughout the world.'

"JOHN WINTHROP.

"On board the 'Arbella' from Greater Britain."

CURLEY REQUEST MUST AWAIT ADAMS' RETURN

No action will be taken by the navy department on the request of Mayor Curley for the transfer of title to Governor's island from the federal government to the city until the return of Secretary of the Navy Charles Francis Adams from the London conference, which is expected to be about March 1.

Joseph A. Conry reported to the mayor yesterday that an adverse opinion expressed by an assistant secretary of the navy was converted into a favorable outlook, but because of the fact that Secretary Adams is a Boston man his assistants did not consider it wise to express a formal opinion.

CITY'S ABATEMENT POLICY IS DEFINED

"Go to Court," Is Curley's Advice to Applicants

Mayor Curley yesterday ordered the assessors to refuse all pending abatement applications and told the applicants to take their cases to the courts. This action was taken, the mayor said, to check a system of leakage in the assessing department, due to abatement of taxes, which he characterized as "even more menacing" than the leakage in the public works department resulting from unwarranted overtime employment.

Without disclosing the reason, he suggested the shifting about of first assistant assessors to new districts.

The records of the assessing department show that 300 petitions for the abatements aggregating valuation of more than $9,000,000 and taxes for 1929 of $300,000 are pending. The applicants for particularly large abatements are the owners of the newer hotels, railroads, a few banks, a number of trustees of estates and individual property owners. No statement of the identity of the applicants and the amounts of abatements for which they have asked was made by the assessors.

Post 1/16/30

FINAL RACE GIVES LATIN SCHOOL WIN

Noses Out Dorchester, Trade Trails in Third Place

Right down to the final event, the senior 600-yard run, Latin and Dorchester High's tracksters were uncertain about victory, yesterday, at the East Armory. Then, in this last race, Latin put across first and second place to cop the laurels in the triangular meet, in which Trade also figured, with a grand total of 98 points. Dorchester, nosed out for first, got 93 points and Trade 42.

MARVIN IN LEAD

Titus of Latin led the way in the senior 600 until the gun lap when Marvin, his teammate, challenged for first and went ahead with the pair of them in a fine sprint. Oppa of Dorchester tried hard to keep the gap from widening, but had to be content with third while Marvin won by three yards.

In the intermediate 600, Keeler of Latin ran a fine race but had Andelman, also of Latin, to contend with and this lad stepped right out from the start and wouldn't be headed.

Paul Curley, son of the Mayor, had to be satisfied with a fourth in the senior 300 for Latin. He had three Dorchester rivals to beat and was crowded well enough to keep him back of the trio. Burnside, of Dorchester, came up on the home stretch in the 1000 to snatch the lead from Garrison of Latin and win by nearly 10 yards.

The senior dash furnished a load of thrills and found Hershoff of Dorchester opening up on Cohen of Latin in the last 15 yards to win by two feet.

The summary:

SENIOR EVENTS

50-yard hurdles—Tie between R. Donderro (D), and C. Lichtenstein (L); third, Karajiyski (D); fourth, McEleney (T).

50-yard dash—Won by Hershoff (D); second, Cohen (L); third, Owen (L); fourth, Weiner (L).

300-yard dash—Won by J. Schwartz (D); second, Pearson (D); third, Davis (D); fourth, Curley (L).

600-yard run—Won by Marvin (L); second, Titus (L); third, Oppa (D); fourth, Collins (L).

1000-yard run—Won by Burnside (D); second, Garrison (L); third, Aquino (T); fourth, tie between Malone and Kervin (both of L).

INTERMEDIATE EVENTS

50-yard hurdles—Won by J. Brody (L); second, Coleman (L); third, Calder (T); fourth, Wark (D).

50-yard dash—Won by N. McLean (L); second, Pollack (L); third, Barnable (T); fourth, Edsess (L).

220-yard dash—Won by L. Feldman (D); second, David (L); third, Donsando (L); fourth, Kessleman (D).

600-yard run—Won by S. Andeleman (L); second, Keeler (L); third, Smedlie, (D); fourth, Smith (T).

JUNIOR EVENTS

50-yard hurdles—Won by F. Vilkas (T); second, Cavanaugh (D); third, Timmons (L); fourth, Ryan (L).

50-yard dash—Won by J. Drissol (D); second, Spector (D); third, Hamilton (T); fourth, Rosnick (L).

176-yard run—Won by R. Keefe (D); second, Landrigan (L); third, tie between Hilton (T) and Goodman (T).

DESK SET FOR MAYOR CURLEY

Presentation Made at Arboretum Club Luncheon

The newly organized Arboretum Club of ward 19 held its first public meeting and luncheon yesterday afternoon at Hotel Westminister.

The guests of honor were Mayor Curley, Dr. Helen I. Doherty, president of the Women's Better Government League, and Mrs. Colin McDonald, vice-chairman of the Democratic city committee.

On behalf of the members of the club, Mrs. William McNulty, chairman, presented Mayor Curley with a handsome desk set, and to Mrs. Colin McDonald a beautiful pen, congratulating her on her recent appointment as election commissioner.

The Mayor gave a lengthy talk on organization; and congratulated the members of the club on their co-operation. He also paid a very high tribute to the chairman, Mrs. McNulty, on her ability as a leader in organization.

Mrs. McNulty explained what the organization stood for, namely, furtherance of Democratic ideals and principles, and to take an active part in the civic and social life of ward 19. She explained that all registered women voters of ward 19 were eligible for membership.

Flowers and a message of love and affection was sent to Mrs. Curley, and her name was enrolled as an honorary member.

INJUNCTION STOPS LOMASNEY'S TALK

Service of a temporary injunction yesterday stopped fromer Representative Martin M. Lomasney, political chieftain of the West End, from telling in public hearing what he knew about the land deals along the proposed site of the $16,000,000 East Boston tunnel and elsewhere in the city.

MAYOR ACTS TO HALT TAX ABATEMENT

More Than 300 Must Now Take Case to Court

More than 300 tax abatement petitioners seeking a reduction of $9,000,000 in the assessed valuation of their property, will be forced to go to court to win their fights, under an order sent last night by Mayor Curley to the Board of Assessors.

"MENACING SYSTEM"

In directing the assessors to reject all applications now pending, the Mayor revealed that he had made a personal investigation of the matter within the past few days and found a "menacing system of municipal leakage had developed, which, unless unchecked, may prove serious to the city."

While paying tribute to the honesty and ability of Chairman Edward T. Kelly and his assessing department, the Mayor recommended that every first assistant assessor in the city service be transferred to a different district than the one in which he has been working "to serve better the city's interests."

The Mayor complimented the board of assessors for their "courage" in refusing to grant the abtements and notified them that petitioners for future abatements would have to seek redress through the courts, except widows in need whose homes are valued at less than $7500 and who are permitted abatements under a special law.

The Mayor's order will mean that the city will collect about $270,000 in taxes which would have been lost to the treasury had the applications for abatements been granted. According to the city records appeals for reduction of about $1,000,000 in valuations were submitted by several hotels and railroads, and large cuts were also sought by big real estate trusts.

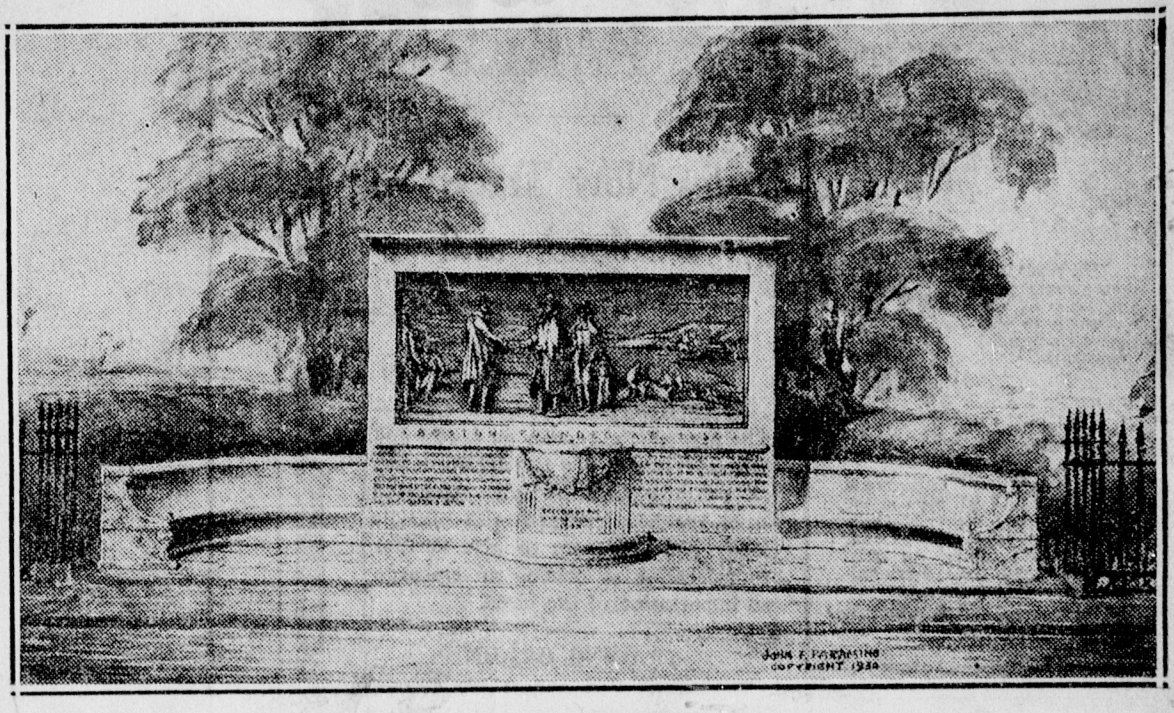
American 1/15/30

3 Hub School Teams Meet on Track Today

DORCHESTER, Latin and Trade schools scrap this afternoon on the East Armory track. Mayor Curley's son, Paul, races in the senior 300 in the meet. Paul Curley is one of the best at the distance in Latin school now.

Post 1/16/30

Plan $35,000 Monument on Common as Boston's Tercentenary Memorial



BOSTON'S PROPOSED TERCENTENARY MEMORIAL

Sketch of the $35,000 monument suggested by Mayor Curley as a lasting mark of the city's 300th birthday party. It would be erected on the Common opposite 50 Beacon street, site of the first settler's home. It would be 25 feet wide and 12½ feet high with a granite foundation and a bas relief of bronze, picturing Boston's founding by Gover nor Winthrop.

As Boston's permanent tercentenary memorial, Mayor Curley yesterday proposed the erection of a $35,000 monument of granite and bronze on the Common, picturing the founding of the city 300 years ago, on Sept. 17.

EXPERTS APROVE PLAN

The proposal met with the united approval of a group of prominent planning and art experts in conference at City Hall, and the Mayor suggested the adoption of the plan by the city as a lasting remembrance after the festivities of the tercentenary birthday party have passed.

The monument would be placed on the Beacon street side of the Common, almost opposite Spruce street, where William Blackstone established the first settlement here. In beauty it would compare with the Shaw memorial farther up the hill opposite the State House, according to John F. Paramino, Back Bay sculptor, who presented a design of the proposed memorial to the Mayor at the conference.

Would Show Winthrop's Arrival

The memorial would be about 25 feet wide and 12½ feet high with a bronze tablet set in the granite frame. The tablet would portray the arrival of Governor John Winthrop from the Charlestown shore with the Rev. John Wilson, Ann Pollard, the first woman settler, and the other Puritans, being welcomed by William Blackstone, for whom Blackstone street was named. His name on the monument would appear as Blaxton, the spelling approved by historians.

Because the Puritans left Charlestown owing to a lack of water supply and came over to Boston at the invitation of Blackstone, who had found a spring here, a symbolic drinking fountain would be included in the memorial.

Unveiling Planned for Sept. 17

In the background of the bronze bas relief would also be shown the Charlestown shore with the boats bringing the 1000 settlers across the harbor. Sculptor Paramino, following a survey, informed the Mayor last night that the memorial could be completed in time to be unveiled as a part of the tercentenary celebration on the city's birthday, Sept. 17.

The proposed inscription on the memorial would read: "Governor John Winthrop, with the Rev. John Wilson and Pollard, together with the greatest part of the Puritan following, having taken boats at Charlestown, were welcomed by William Blaxton, the first white settler, as they landed on the peninsula, at that time called Shawmut by the Indians, and founded Boston. 'For we must consider that we shall be as a city upon a hill. The eyes of all people are upon us. If we deal falsely in this work we have undertaken, we shall be made a story and a byword through the world.'—John Winthrop. On board the Arbella—from Great Brittaine. Erected by the City of Boston. 1930."

INVITES SODA WATER BOTTLERS TO BOSTON

Stressing Boston's advantages as a convention city, Arthur B. Corbett, secretary to Mayor Curley, last night urged the members of the Eastern Soda Water Bottlers' Association to use all their influence to bring the national convention of the Soda Water Bottlers to Boston in 1931.

Speaking at the annual banquet which closed the two-day convention of the Eastern association in the Elks Hotel, Mr. Corbett expressed the Mayor's regret at his inability to be present and emphasized Mayor Curley's ambition to see the 6000 or more national delegates visit Boston next year.

CURLEY CHATS WITH EX-MAYOR OF BUTTE

East met West yesterday when Mayor Curley and former Mayor Charles P. Nevin of Butte, Mont., chatted on the business of being Mayor. Ex-Mayor Nevin, who was in Boston to attend the convention of the Eastern Soda Water Bottlers' Association was given a copy of Mayor Curley's Boston Year Book.

HERALD JAN. 16. 1930

HIGH COURT GETS LOMASNEY FIGHT

Superior Bench to Decide Gasoline Filling Station Controversy

INJUNCTION DELAYS EXPECTED HEARING

The fight of Martin M. Lomasney to prevent the use of the site at Nashua and Minot streets, West end, for a gasoline fiilling station, temporarily blocked yesterday by a court injunction, will be brought before the equity session of the superior court next Wednesday morning. Yesterday's injuction restrained the street commissioners from holding a hearing on the Lomasney petition for revocation of the permit, granted last December.

As the leader of property owners, who maintain that they were not given the required legal notice of the hearing upon the petition of Gladys P. Besarick for a permit to maintain a gasoline station, Mr. Lomasney will combat the move of former Asst.-Dist.-Atty. William I. Schell for a permanent injunction to prevent reopening of the matter by the street commission.

Instead of the scheduled hearing yesterday morning an impromptu public meeting organized by Mr. Lomasney was held in the commission's rooms. Lomasney assailed both Schell and Mrs. Besarick. He charged that Schell was "removed" as an assistant district attorney after it became known that he was active in the purchase and the bonding of North end properties involved in the East Boston tunnel project.

He charged that Jacob Brown, former owner of the property at Nashua and Minot streets, lost his title through "fraud" and asserted that a complaint about the deal had been made to Dist.-Atty. Foley.

Lomasney mentioned Schell in connection with "Harriman, Bottomly and the others of the tunnel crowd," alleged that Schell and the rest had advance information about the location of the proposed Boston portal of the tunnel, and said that he proposed to protect his own rights as a property owner as well as the rights of other owners.

He declared that the street commission, by command of ex-Mayor Nichols, had issued the permit in December and that Nichols had signed it, after assurances had been given Lomasney that mayoralty approval would not be given. Lomasney called the action of the former mayor punishment upon him because of his expose of the tunnel deal.

In the private office of the street commission Lomasney assailed Assistant Corporation Counsel Joseph P. Lyons for not attempting to stop the issuance of the temporary restraining order and intimated that he might reveal a few "startling facts" about the "law department organized by Nichols."

Lyons defended his action, placed the responsibility for the temporary injunction upon Judge Cox, and insisted that he represented only the street commission.

After chastising the law department, Lomasney dispersed the gathering made up of all property owners in the block bounded by Cotton, Billerica and Minot streets and urged them to join with him next Wednesday in opposing the injunction proceedings brought by Schell in behalf of Mrs. Besarick.

He indicated that he will challenge the validity of the title to the property held by Mrs. Besarick.

MAYOR WANTS FACTS ON HIGHWAY CLAIMS

Asks Corporation Counsel for Detailed Report

Mayor Curley asked the corporation counsel yesterday for a detailed report about the settlement of claims and the outcome of court actions based on defects in Boston highways.

"Orders for payment to individuals who have brought action against the municipality for defects in the highways appear not only numerous but the awards fairly reasonable," wrote the mayor as a preface to his request for a detailed report. He seeks information about the number of cases tried in the courts, and the disposition, as well as the identity of the representatives of the law department who have handled the cases. In addition the mayor wants to know particularly the number of cases settled out of court in the last three months, the awards, and the names of the assistant corporation counsel who have acted in each case.

BACON ASKS CITIES GET MORE POWER

Would Vest Municipalities With Injuries Claims Control

Asserting that municipalities should accept more of the responsibility for settling matters which affect them, Gaspar G. Bacon, president of the Senate, argued for one of his bills yesterday before the legislative committee on legal affairs.

The bill would set up municipal boards to consider claims for personal injury and death filed against cities and towns. At present these have to be approved by the Legislature.

Bacon pointed out that there is no legal liability on the municipalities, but there is frequently a moral obligation established. He said his measure would in no way "curb the sacred right of petition."

Rep. Spear of Everett, a member of the committee, expressed the belief that the expense under Bacon's system would be much greater than under the present one and that Bacon's arrangement would bring political considerations into the handling of the cases.

Rep. Clemons of Wakefield, House chairman of the committee, suggested that claims for property damage are similar. Bacon replied that he would support a similar bill to care for property claims.

Samuel Silverman, corporation counsel for the city of Boston, opposed the Bacon bill. He said it is not a move for home rule and would cost the municipalities a great deal.

J. W. Bartlett, city solicitor of Newton, also opposed the measure.

LOMASNEY REFUSES TO INDORSE BRENNAN

Charlestown Man Wants Douglass's Seat in Congress

The hope of former Senator James H. Brennan of Charlestown that his candidacy for the Democratic congressional nomination in the 10th district, informally announced last week, would receive the indorsement of a Curley-Lomasney coalition was blasted yesterday when Martin M. Lomasney made known his decision to support Congressman John J. Douglass for re-election.

Brennan believed that the three terms which Douglass has served are sufficient, and that the time has arrived for him to either retire to private life or to seek public office of a different character. There seems to be no possibility that Mayor Curley or Mr. Lomasney will disfavor the candidacy of Douglass, and Brennan appears to be hard aground upon the political sands.

In the mayoralty campaign Douglass was an active Curley campaigner.

Globe AM. Jan. 16. 1930

BOSTON'S STREETS LOGICALLY PLANNED

McClintock Finds Traffic Is Misrouted

Declares Ten Routes Properly Marked Would Prove Wonderful

How many people know the shortest way from Brighton to Jamaica Plain? How many people know whether State st runs east and west or north and south? How many people



Suggestion for Inter-City Route Marker to be Used in Boston

know the quickest route, avoiding traffic congestion, between the North End and South Boston? One man does.

"Boston has the most logical plan of traffic arteries in the country," declared Miller McClintock, director of the Albert Russel Erskine Bureau for Street Traffic Research, in an interview yesterday. "The street system is logical, but not regular, and its very irregularity necessitates the proper directing of traffic. Approximately 30 percent of the traffic in the downtown district of Boston, for instance, is misrouted."

Dr McClintock has discovered that about 75 percent of the answers to such questions were wrong. Millions of dollars in time and material could be saved by the public if they knew these answers.

"Cow Paths"

"Boston is supposed to have been laid out by cow paths. Well, a cow has this advantage over many a city planner: She knows the shortest way home. Boston's main arteries are spoke-like. They provide direct access to the outlying Greater Boston. Compared to the artificial gridiron method of laying out a city, it is much superior and saves many millions of car miles, although in Boston not all the radials are adequate in size. Traffic conditions in Boston are difficult not on account of the routes, but because Bostonians do not know the correct ones to serve their purposes. The statement that 30 percent of the traffic in the downtown district is misrouted is ratner an understatement than an overstatement of present conditions."

In the report by The Albert Russel Erskine Bureau on the "Street Traffic Control Problem of the City of Boston," published in 1928, the bureau made an analysis of traffic routing. It was found that through traffic, that is traffic which has neither destination nor origin in downtown Boston, could be re-routed both to the advantage of the driver and to the great advantage of general traffic movement. "All the vehicles of this class show a flagrant type of misrouting." The survey deemed that 100 percent of this type of traffic was misrouted.

"An almost equally serious misrouting condition is found in connection with what has been termed radial traffic, that is, traffic with an origin or destination point within downtown Boston. Of this entire class 29.2 percent can be classified properly as misrouted."

To Maintain Direction

The cause of so much misrouting is "the development of a natural system of traffic routes converging on the Hub, which is the central district." This has tended to bring into this congested area much traffic which has destinations beyond it. The Boston area is not without circumferential routes leading around the Hub. "These, however, are not so prominent in character, and therefore, do not tend to attract traffic to the same degree as the major routes which lead directly to the center of the city."

"Moreover, the irregular design of the Boston street plan is so complex that it is difficult for drivers to maintain accurate directions and to choose those routes which are most direct from the point of origin to destination and which avoid the more heavily congested areas of the city.

"Most drivers select their routes," said Dr McClintock, "because they have been that way before at some time or other. And in Boston the problem is a pressing one. Correct traffic routing is the most important single step that can be taken to avoid traffic congestion. For instance, it is far easier for me as a driver to go from the Arborway to the outskirts of New York city than it is for me to go from Brighton to East Boston by the easiest and most direct route. Something should be done to establish intra-city and intra-district routes."

Dr McClintock's traffic control report has the following solution to offer. "The entire city, and the adjacent cities and towns, should be completely studied with a view to the establishment of a system of intra-metropolitan and intra-city routes. These should be laid out as the shortest routes between the districts which they are designed to connect, and so arranged to avoid, where possible, passage through the central district of Boston or the more congested outlying business areas. It is recommended that they be signed legibly in accordance with the general practice followed for highway marking, but with suitable letter or number symbols, which do not conflict with the State or national routing series."

Ten Routes

The expense of marking out these routes by adequate signs would be insignificant, declared Dr McClintack, in comparison to the results obtained. "Signs of this nature are practically permanent installations, and at the most extravagant estimate there would not be more than 40 routes. In fact, 10 would bring about a wonderful improvement in traffic conditions."

Dr McClintock also pointed out the advantage of easily followed routes to visiting automobilists. "It would be a comparatively simple matter, for instance, to arrange a route about Boston that would carry the visitor from one Boston historical shrine to another. There could be a scenic route as well through the Fenway and the Arboretum. Duluth, for instance, has a route marked out for automobilists of this sort."

Boston is visited each year by an increasing number of motorists. Boston is to act as host to America during the Tercentenary celebrations. Unfortunately Boston has a reputation as being difficult for the stranger to find his way about. Many people avoid Boston because they say that if Bostonians can't find their way about in their own city, how can anyone else be expected to do so?

Dr McClintock believes that the sooner intra-district signs are put up, the better for the city and its citizens as well as the visiting world at large

SEEK ANOTHER HEARING ON EAST BOSTON OIL STORAGE

In a letter to Mayor Curley three East Boston citizens, Thomas A. Niland, John Curran and Charles MacMasters, ask for a hearing on a petition of the Standard Oil Company of New York for permission to store petroleum products on Chelsea st, East Boston.

The three say that due notice was not given of a hearing before the Street Commissioners last Monday and they seek opportunity to protest against the granting of the petition.

After Monday's hearing the Street Commissioners announced that they would take the matter under advisement.

OLD BATH ST TO GIVE WAY TO BANK ANNEX

City Council Expected to Pass Order on Jan 27

The Jan 27 meeting of the City Council is expected to give the final reading to an order that means the eventual wiping out of the last traces of Bath st, off Postoffice sq. The Atlantic National Bank intends to enlarge its present plant by erecting an annex upon the lot embracing 1064 square feet of what is now Bath st, for which the city is to be paid $30.000.

Bath st was named for a bathing establishment long located there. The narrow highway was laid out as a public highway in 1806, before which it was known as Tanner's lane, Horn lane and Horse lane.

Municipal records show that Deacon Henry Bridgham of Colonial times established a tan-yard fronting on this highway.

GLOBE AM. JAN. 16, 1930

LATIN BARELY WINS

By ALBERT J. WOODLOCK

Boston Latin was victorious in the triangular track meet with Dorchester and Boston Trade teams, which was completed with the track events at the East Armory, East Newton st, yesterday afternoon.



PAUL CURLEY
Son of Boston Mayor, Who Scored for Latin

Latin registered a grand total of 98 points, Dorchester was second with 93 and Trade third with 42 points. The Charles Fitzgerald-coached Latin team was forced to the limit to win by five points.

Latin School clinched the meet when it landed first, second and fourth places in the 600-yard run in the senior division, the final event of the meet. The best that Dorchester could land in that event was third place.



JACK BRODY
Latin Intermediate, Who Won 50-Yard Hurdles

One of the high lights was the senior division 300-yard run, in which Paul Curley, son of Mayor Curley, landed fourth place.

Titus of Latin School set the pace to the gun lap in the 600. Then Marvin, a teammate, challenged him and surprised all by landing first place.

The senior 50-yard dash was captured by Herschoff of Dorchester after a great race with Cohen of Latin. First place in the 50-yard senior hurdles resulted in a dead heat between Dondero of Dorchester and Lichtenstein of Latin. The summary:

SENIOR DIVISION

50-Yard Hurdles—Tie for first between R. Dondero, Dorchester, and C. Lichtenstein, Latin; Krajewsky, Dorchester, third; McElenney, Trade, fourth.

50-Yard Dash—Won by Herschoff, Dorchester; Cohen, Latin, second; Owens, Latin, third; Weiner, Latin, fourth.

300-Yard Run—Won by J. Schwartz, Dorchester; Pearson, Dorchester, second; Davis, Dorchester, third; Curley, Latin, fourth.

600-Yard Run—Won by Marvin, Latin; Titus, Latin, second; Oppa, Dorchester, third; Collins, Latin, fourth.

1000-Yard Run—Won by Bernstein, Dorchester; Garrison, Latin, second; Aquino, Trade, third; Malone and Kervin, both Latin, tied for fourth.

INTERMEDIATE DIVISION

50-Yard Hurdles—Won by J. Brody, Latin; Coleman, Latin, second; Calder, Trade, third; Work, Dorchester, fourth.

50-Yard Dash—Won by N. McLain, Latin; Pollack, Latin, second; Barnaby, Trade, third; Edess, Latin, fourth.

220-Yard Run—Won by L. Feldman, Dorchester; David, Latin, second; Donsando, Latin, third; Kessleman, Dorchester, fourth.

600-Yard Run—Won by S. Andelman, Latin; Keeler, Latin, second; Smedile, Dorchester, third; Smith, Trade, fourth.

JUNIOR DIVISION

50-Yard Hurdles—Won by F. Vilkas, Trade; Cavanaugh, Dorchester, second; Timmons, Latin, third; Ryan, Latin, fourth.

50-Yard Dash—Won by J. Driscoll, Dorchester; Spector, Dorchester, second; Hamilton, Trade, third; Rosnick, Latin, fourth.

176-Yard Run—Won by R. Keefe, Dorchester; Landrigan, Latin, second; Hilton, Trade, and Goodman, Trade, tied for fourth.

TAX ABATEMENTS REFUSED BY CURLEY

Mayor Points to $300,000 Possible Losses

Calls Assessors' Attention to "Menacing System of Leakage"

Requests for abatement of taxes by certain large hotels, some railroads, banks, trustees and individuals, amounting to $9,000,000, which would mean a loss to the city in taxes of approximately $300,000 a year, came in for attention by Mayor Curley yesterday.

According to the Assessors' Department there have been about 300 applications, some of them amounting to $1,000,000 and more.

Mayor Curley, in a letter to Chairman Edward T. Kelly of the Board of Assessors, calling attention to the Mayor's campaign to plug leaks by eliminating unnecessary overtime payments, said that he finds "that an even more menacing system of leakage has been developed in the Assessing Department, and which, unless checked, may prove serious to the city."

The Mayor said he favored the law which permits abatements in taxation to widows in need where the value of a home is not in excess of $7500, but he "cannot conceive of any good reason why abatements such as are pending and which, fortunately, through the wisdom and courage of you and your associates, were not granted, involving many millions of dollars in valuations, should be allowed."

In his communication the Mayor directed the assessors to refuse to grant abatements now pending, and any individual or corporation seeking redress is at liberty to proceed in conformity with the law.

Mayor's Letter

Mayor Curley's communication was as follows:

"My dear Mr Kelly:

"With a view to 'plugging leaks' I had occasion within the last week to direct the attention of the Public Works and other departments to the necessity of cutting overtime payments, which in 1926 showed an increase of more than 100 percent in excess of the amount allowed in 1925, my last year in the office of Mayor.

"I find, upon investigation, that an even more menacing system of leakage has been developed in the Assessing Department and which, unless checked, may prove serious to the city.

"Personally, I favor the law which permits abatements in taxation to widows in need where the value of a home is not in excess of $7500.

"I cannot, however, conceive of any good reason why abatements such as are pending and which, fortunately, through the wisdom and courage of you and your associates were not granted, involving many millions of dollars in valuations, should be allowed.

Points to Prosperity

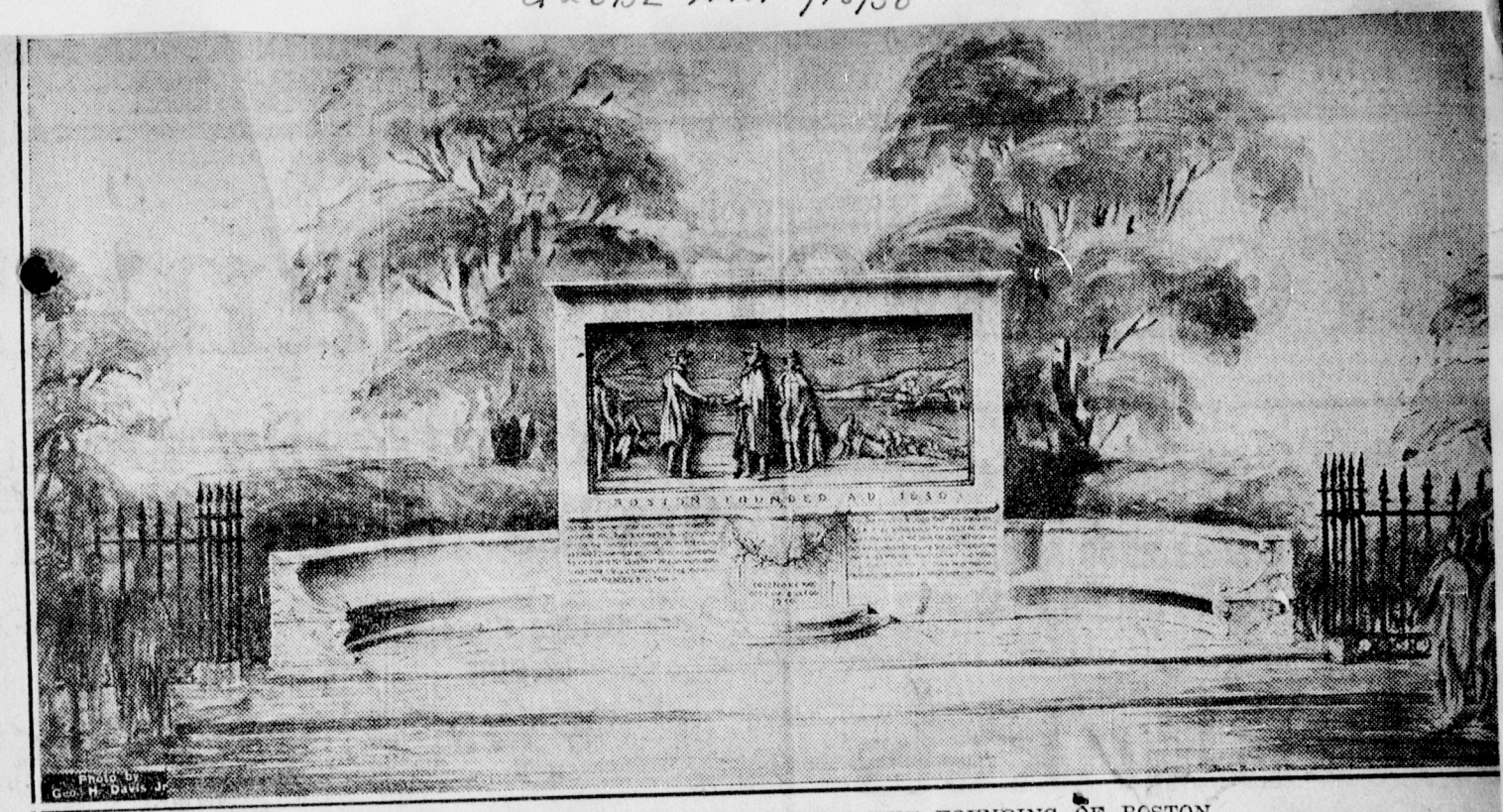
"My investigation discloses the fact that the individuals or corporations seeking these abatements were enjoying in their respective industries a larger measure of prosperity than at any period of time in previous years. This is true not only of the steam railroads but also of the hotel corporations, and I know of no way in which abatements in these cases is justifiable.

"While I have a profound respect for the honesty and ability of every man employed in your department as first assistant assessors, I am nevertheless of the opinion that the city's interests would be better served if a shift were made by you in the district assigned to every first assistant assessor in your department.

"You are directed to refuse to grant abatements now pending and any individual or corporation seeking redress is at liberty to proceed in conformity with the law.

"I will greatly appreciate your directing the Corporation Counsel's attention to my decision in this matter, assuming as I do, that you will share my views."

GLOBE AM 1/16/30



DESIGN OF MEMORIAL COMMEMORATING THE FOUNDING OF BOSTON

The design of the memorial commemorating the actual founding of Boston, offered by John Francis Paramino, sculptor, to Mayor Curley, has met with the approval of the Commission on the Marking of Historical Sites. Further action on the matter will be taken later.

According to the sculptor, the monument would cost about $35,000 and it would be possible to have the unveiling on Sept 17, next, Boston's natal day. The proposed site is on the Beacon st side of the Common, near the Charles st end.

The stone part will be either marble or light granite, and the center will be of bronze. The memorial will be about 25 feet across, by 12½ feet high and about 12 feet deep.

Mr Paramino's description of the proposed memorial is as follows:

"The design of the bas-relief represents the founding of Boston through Gov Winthrop, accompanied by Rev John Wilson and little Ann Pollard, the first of her sex to set foot on the peninsula.

Shows Greeting

"The scene, as depicted, presents William Blaxton greeting the newcomers who had left their first settlement at Charlestown on account of the lack of good drinking water, which, hearing of, Blaxton in the language of Edward Johnson, an eye witness, spoke of this precise period in his wonder-working Providence as follows:

" 'And that which added to their present distress was the want of fresh water.'

"Also in the early records of Charlestown it states:

" 'In the meantime Mr Blaxton, dwelling on the other side Charles River alone, at a place by the Indians called Shawmutt, when he only had a cottage, at or not far off the place called Blackstone Point, he came and acquainted the Governor of an excellent spring there; withal inviting him, and soliciting him thither.

" 'Whereupon, after the death of Mr Johnson and divers others, the Governor, with Mr Wilson, and the greatest part of the church, removed thither; whither also the frame of the Governor's house, in preparation at this town, was also (to the discontent of some) carried, when people began to build their houses against Winter; and this place was called Boston.'

"In the bas-relief we see also the shore of Charlestown and the boats bringing the people across—at the left the Cambridge shore—Blaxton greets the Governor, a typical Puritan magistrate.

"The original inhabitants are represented by two Indians, who are gazing with curiosity at a scene whose significance is not within their comprehension.

"The design of the tablet is an exedra, and it conforms in its absolute grave simplicity with the Puritan consciousness—while to typify the meaning of the removal from Charlestown, at the base of the relief is a drinking fountain, which gives a touch of quaint sentiment to the memorial.

Proposed Site

"The proposed location is on Boston Common, opposite the spot where Blaxton, the first white settler, had his rude hut, a very appropriate spot.

"The inscription on the memorial reads: 'Governor John Winthrop, with Reverend John Wilson and Ann Pollard, together with the greatest part of the Puritan following, having taken boats at Charlestown, were welcomed by William Blaxton, the first white settler, as they landed on the peninsula at that time and called Shawmut by the Indians, and Founded Boston.'

" 'For we must consider that we shall be as a city upon a hill. The eyes of all people are upon us. If we deal falsely in this work we have undertaken we shall be made a story and a byword throughout the world.—John Winthrop.'

" 'On board the Arbella, from Great Britain.

" 'Erected by the City of Boston.' "

GLOBE AM 1/16/30

LOMASNEY ANGERED BY COURT'S ORDER

Old-Time Political Czar Wants Permit Revoked

Gasoline Station Hearing Before Commissioners Is Held Up

Martin M. Lomasney, old-time Czar of the West Eng, is angry because of a court order which restrained the Board of Street Commissioners yesterday from holding a hearing on an application to revoke a permit granted for a gasoline station at Minot and Nashua sts, near which he owns property.

The restraining order was issued by Judge Cox in the Superior Court on petition of Grace P. Besarick, listed as owner of the gas station, but Lomasney did not learn of it until he went to the Street Commissioners' office to attend the hearing.

Though there was no hearing, Lomasney launched an attack on former Asst Dist Atty William I. Schell and his client, Miss Besarick. He also attacked Asst Corporation Counsel Lyons, charging that the latter had not acted properly in his appearance before Judge Cox.

Though told that the injunction proceedings halted matters, and that he was not privileged to go into the matter, Lomasney delivered an outburst.

The verbal order brought by Lyons, instead of a written court order, resulted in a demand from Lomasney for the production of the court order of injunction. He declared he wanted to see the order, and not hear what LIyone said over the telephone.

Chairman Hurley then replied that Lyons had advised the commission not to hold the hearing, and that the commissioners would obey.

"When the city administration changed," Lomasney said, "and in order to cause no embarrassment to anybody, I filed with the Street Commission a petition to reopen the matter and revoke the permit, and everyone on Cotton st, Nashua st and Billerica st was notified of today's hearing.

"But the Law Department, created by Malcolm Nichols, says we can't have a hearing; the court has interferred. When I asked for the court order and have it read there is no order. Joe Lyons told the commission about an order.

"This permit was given to Schell, who is a former assistant district attorney. Attorney Schell appeared as counsel for Miss Besarick."

Lomasney then said that if Schell thought he could come into the Third Ward and operate he'd find he would have a fight every inch of the way, in court and elsewhere.

During the session between Lomasney and Lyons, attorney Schell, accompanied by Deputy Sheriff Daniel A. Whelton, appeared and Whelton served the formal order of injunction on the Street Commissioners and it was publicly read. Lomasney then told the crowd he would be in court at 10 o'clock Wednesday for the hearing on the injunction.

CURLEY WANTS DATA ON CLAIMS AGAINST CITY

Payment to individuals for claims against the city arising from defects in the highways was the subject of a communication from Mayor Curley to Corporation Counsel Frank S. Deland yesterday. The Mayor said that not only were the orders for payment of claims numerous but he termed the awards "fairly respectable."

The Mayor asked the corporation counsel for a report as to the number of cases tried, number won and the number lost, as well as the ad damnum asked in the cases won by the city, as well as the amount of the verdicts in cases lost.

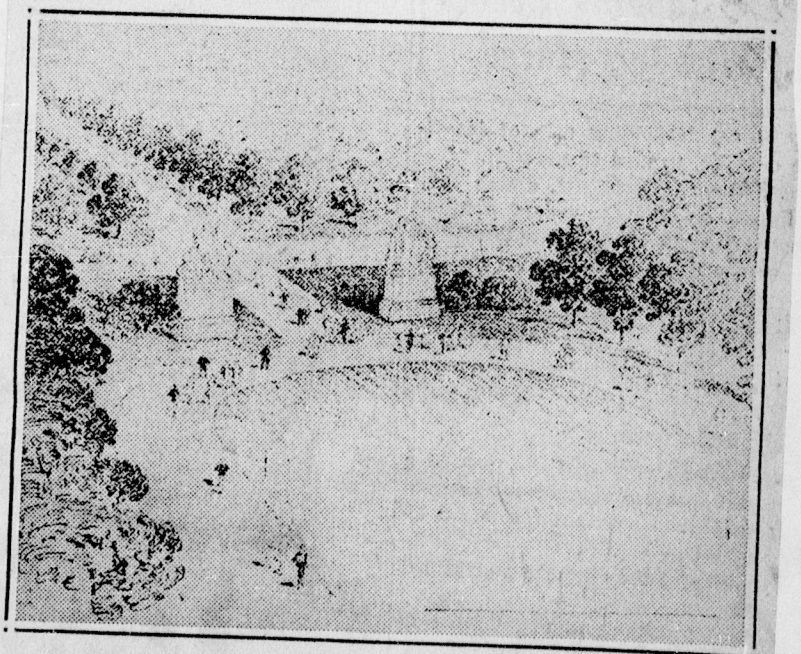
Cases settled are also to be tabulated and the Mayor furnished with information with the number settled in the last three months, the amount of settlement and the ad damnum, the report being for each of the three months. Representatives of the Law Department acting in cases are to be listed and the number of cases each won or lost.

AIRPORT DEVELOPMENT AWAITS ADAMS' RETURN

Mayor Curley's plan to secure Governors Island to add to the airport development at East Boston will have to await the return in March from Europe of Charles Francis Adams, Secretary of the Navy. The property being located in the native State of Mr Adams is responsible for the withholding of any transfer by the Navy Department at this time.

Joseph A. Conry, newly-named traffic commissioner, has returned to Boston after his trip to Washington in quest of the island. Acting for Mayor Curley he sought the transfer to Boston of the island taken back by the Government in 1917. Mr Conry said that though Washington officials first appeared to be opposed to the idea, that the assistant Secretary of the Navy and the Navy Department decided to investigate. After a preliminary investigation, Mr Conry said, they appeared better disposed toward the idea.

OLD FEDERAL BUILDING STATUES TO GO IN FRANKLIN PARK



OLD POSTOFFICE ART GROUPS TO BE PLACED IN FRANKLIN PARK

Two statue groups that formerly graced the old downtown Postoffice will be erected in Franklin Park, according to plans submitted to Mayor Curley yesterday by Park Commissioner William P. Long.

Everything is in readiness to start work on the foundations. When it is completed the statues will stand on bases 15 feet high, facing the circle on Pierpont road, between the rose garden and the bird house.

The two pieces are named "Science" and "Labor," and are the work of Daniel Chester French. They were placed on the old Postoffice a half-century ago.

Each is about 17 feet high and weighs several tons.

RECORD 1/16/30

Mrs. Curley Improved



Mrs. James M. Curley, wife of the mayor, who has been seriously ill two years at her home, 350 Jamaicaway, Jamaica Plain, has shown considerable improvement, according to report from the Curley household. Although Mrs. Curley was unable to attend her husband's inaugural, she did visit the polls on election day and has visited the miracle shrine at Holy Cross Cemetery, Malden.

Mayor's Son Nosed Out in 300-Yd. Run

By SAM COHEN

Trailing by two points, Latin School staged a belated sweep in the senior "600," the final event on the program of the triangular meet at the East Amory yesterday, and nosed out a victory over Dorchester High and Trade School. The final count was, Latin 98, Dorchester 93 and Trade 40.

It was a nip and tuck struggle all the way. Both Dorchester and Latin entered the running events deadlocked with scores of 40 made in the field events Monday, but Latin clinched the meet, when Marvin nosed out Titus to give Latin first and second places in the senior "600" and the necessary margin for victory.

THRILLING FINISHES

The most thrilling races of the year were staged yesterday. Litchenstein of Latin came strong at the finish of the senior hurdles to tie Ralph Dondero of Dorchester; Capt. Bernard Hershoff of Dorchester nosed out Jackie Cohen of Latin in the senior dash; David of Latin pressed Feldman of Dorchester all the way in the intermediate "220" and Burnside of Dorchester came all the way from 10th place to win the senior "1000," passing Gerrison of Trade 10 yards from the tape.

Paul Curley, son of the mayor of Boston, after winning his trial heat, was defeated in the final of the senior "300," finishing fourth. Yet Curley deserved a better fate, for twice he was pushed off his stride, and the second time Pierson of Dorchester almost knocked him off the boards. Even then he kept going, and finally finished in the scoring.

CRIES OF FOUL

Cries of foul echoed through the Armory, but the judges ruled that Pierson's actions were legitimate. Schwartz of Dorchester won his race, leading all the way.

Trade school was handicapped considerably, for it was reported that they had lost a number of their runners, including Charlie McArdle, probably one of the best 300-yard runners in the State.

SENIOR DIVISION

50-Yard Dash—Won by Hershoff, D.; second, J. Cohen, L.; third, Owen, L.; fourth, Weiner, L.

50-Yard Hurdles—Tie for first between Dondero, D., and Litchenstein, L.; third, Krajewski, D.; fourth, McEleney, T.

300-Yard Dash—Won by Schwartz, D.; second, Pierson, D.; third, David, D.; fourth, Curley, L.

600-Yard Run—Won by Marvin, L.; second, Titus, L.; third, Oppa, D.; fourth, Collins, L.

1000-Yard Run—Won by Burnside, D.; second, Gerrison, T.; third, Aquino, T.; fourth, Malone, L.

INTERMEDIATE DIVISION

50-Yard Dash—Won by McLean, L.; second, Pollack, L.; third, Barnabee, T.; fourth, Edess, L.

50-Yard Hurdles—Won by Brody, L.; second, Coleman, L.; third, Calder, T.; fourth, Wark, D.

220-Yard Dash—Won by Feldman, D.; second, David, L.; third Donsando, L.; fourth, Kesselman, D.

600-Yard Run—Won by Andleman, L.; second, Keeler, L.; third, Smedile, D.; fourth, Smith, T.

JUNIOR DIVISION

50-Yard Dash—Won by Driscoll, D.; second, Spector, D.; third, Hamlin, T.; fourth, Resnick, L.

50-Yard Hurdles—Won by Vilkas, T.; second, Cavanaugh, D.; third, Timmins, L.; fourth, Ryan, L.

176-Yard Dash—Won by Keefe, D.; second, Ladrigan, L.; third, tie between Hilton and Goodman, both T.

GLOBE 1/15/30 AM

TO ERECT STATUES IN FRANKLIN PARK

Two Are Taken From Old Postoffice

Park Commissioner William P. Long today submitted to Mayor Curley plans for the erection in Franklin Park of the two statues that formerly graced the old downtown Postoffice. The two great works by the sculptor French, after being taken down from the Postoffice, were transferred to Franklin Park.

Mr Long said that everything was in readiness for work to start on the foundations. When the work is completed the statues will stand on bases 15 feet high, facing the circle on Pierpont road, between the roseg arden and the bird house.

GLOBE P.M. 1/15/30

WEST ROXBURY DISTRICT

As a result of much correspondence urging immediate action on construction of an underpass at the Bellevue railroad station at West Roxbury, President Gaspar G. Bacon of the Massachusetts State Senate is taking the matter up with Mayor James M. Curley. During the past years, residents of that vicinity have forwarded petitions in an effort to gain protection for the hundreds of children who are obliged to cross the railroad tracks daily. Many more, it is said, were endangered by crossing the tracks since the erection of the new Holy Name Church on Center st, where they attend services on Sundays.

ASSESSORS' DEPT. FACES BIG SHAKEUP

An immediate and drastic shakeup in the personnel of the board of assessors' staff, in which every first assistant assessor faced transfer to a new ditsrict, was recommended to Chairman Edward T. Kelly by Mayor Curley yesterday.

At the same time, the mayor issued a sharp note of warning to the board, in which the necessity of stopping financial leakage through abatement of taxes to prosperous individuals and corporations was stressed.

While stating that, within the past week, he had directed the attention of the public works and other departments to the need of cutting overtime payments, which have increased 100 per cent or more since 1925, the mayor added that tax abatement was an even greater menace.

Curley said he favors abatements to widows in need, but abatements to persons and companies in a better way financially than ever before was declared to be unjustifiable.

The mayor then directed that abatements now pending to such individuals or organizations be refused. "Let them seek legal redress according to law," the mayor challenged.